CUMULATIVE (2020) WITH PROJECT WITH ALTERNATIVE 3 CONDITIONS

(ICU METHODOLOGY)

Scenario Report

Scenario:	Cumulative (2020) + Project AM (Alt 3)
Command:	Cumulative (2020) + Project AM (Alt 3)
Volume:	Cumulative (2020) + Project (Alt 3 AM)
Geometry:	General Plan Build-Out
Impact Fee:	Default Impact Fee
Trip Generation:	None
Trip Distribution:	None
Paths:	Default Path
Routes:	Default Route
Configuration:	Existing

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 5 Pacific Coast Hwy / 9th St	B	xxxxx	0.627	B	xxxxx	0.627	+ 0.000 V/C
# 6 Pacific Coast Hwy / 6th St	C	xxxxx	0.788	C	xxxxx	0.788	+ 0.000 V/C
# 7 Pacific Coast Hwy / Main St	C	xxxxx	0.752	C	xxxxx	0.752	+ 0.000 V/C
# 8 Pacific Coast Hwy / 1st St	E	xxxxx	0.987	E	xxxxx	0.987	+ 0.000 V/C
# 9 Pacific Coast Hwy / Huntington	B	xxxxx	0.688	B	xxxxx	0.688	+ 0.000 V/C
# 16 Main St / Adams Ave	A	xxxxx	0.565	A	xxxxx	0.565	+ 0.000 V/C
# 19 Main St / 6th St	A	xxxxx	0.326	A	xxxxx	0.326	+ 0.000 V/C
# 22 1st St / Orange Ave & Atlanta	A	xxxxx	0.353	A	xxxxx	0.353	+ 0.000 V/C
# 24 Beach Blvd / Pacific View Ave	A	xxxxx	0.309	A	xxxxx	0.309	+ 0.000 V/C

Scenario Report

Scenario:	Cumulative (2020) + Project PM (Alt 3)
Command:	Cumulative (2020) + Project PM (Alt 3)
Volume:	Cumulative (2020) + Project (Alt 3 PM)
Geometry:	General Plan Build-Out
Impact Fee:	Default Impact Fee
Trip Generation:	None
Trip Distribution:	None
Paths:	Default Path
Routes:	Default Route
Configuration:	Existing

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 5 Pacific Coast Hwy / 9th St	B	xxxxx	0.682	B	xxxxx	0.682	+ 0.000 V/C
# 6 Pacific Coast Hwy / 6th St	E	xxxxx	0.914	E	xxxxx	0.914	+ 0.000 V/C
# 7 Pacific Coast Hwy / Main St	E	xxxxx	0.917	E	xxxxx	0.917	+ 0.000 V/C
# 8 Pacific Coast Hwy / 1st St	F	xxxxx	1.061	F	xxxxx	1.061	+ 0.000 V/C
# 9 Pacific Coast Hwy / Huntington	C	xxxxx	0.765	C	xxxxx	0.765	+ 0.000 V/C
# 16 Main St / Adams Ave	C	xxxxx	0.778	C	xxxxx	0.778	+ 0.000 V/C
# 19 Main St / 6th St	A	xxxxx	0.465	A	xxxxx	0.465	+ 0.000 V/C
# 22 1st St / Orange Ave & Atlanta	A	xxxxx	0.499	A	xxxxx	0.499	+ 0.000 V/C
# 24 Beach Blvd / Pacific View Ave	A	xxxxx	0.373	A	xxxxx	0.373	+ 0.000 V/C

CUMULATIVE (2020) WITH PROJECT WITH ALTERNATIVE 4 CONDITIONS

(HCM METHODOLOGY)

Huntington Beach Traffic Impact Analysis
Cumulative (2020) + Project AM (Alt 4)

Scenario Report

Scenario:	Cumulative (2020) + Project AM (Alt 4)
Command:	Cumulative (2020) + Project AM (Alt 4)
Volume:	Existing AM
Geometry:	Existing
Impact Fee:	Default Impact Fee
Trip Generation:	Approved with Project AM
Trip Distribution:	Project
Paths:	Default Path
Routes:	Default Route
Configuration:	Cumulative (2020) + Project (Alt 4)

Huntington Beach Traffic Impact Analysis
Cumulative (2020) + Project AM (Alt 4)

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Pacific Coast Hwy / Warner Ave	C	28.4	0.762	C	29.0	0.791	+ 0.523 D/V
# 2 Pacific Coast Hwy / Seapoint A	B	15.3	0.597	B	15.0	0.627	-0.277 D/V
# 3 Pacific Coast Hwy / Goldenwest	C	20.8	0.626	C	22.0	0.683	+ 1.201 D/V
# 4 Pacific Coast Hwy / 17th St	A	6.5	0.524	A	6.3	0.570	-0.203 D/V
# 5 Pacific Coast Hwy / 9th St	A	2.4	0.524	A	2.4	0.570	-0.016 D/V
# 6 Pacific Coast Hwy / 6th St	B	16.1	0.527	B	19.8	0.584	+ 3.669 D/V
# 7 Pacific Coast Hwy / Main St	B	14.8	0.513	B	18.8	0.572	+ 4.046 D/V
# 8 Pacific Coast Hwy / 1st St	C	25.2	0.588	C	29.3	0.630	+ 4.171 D/V
# 9 Pacific Coast Hwy / Huntington	A	7.3	0.557	A	8.3	0.607	+ 0.904 D/V
# 10 Pacific Coast Hwy / Beach Blvd	B	19.5	0.693	C	20.8	0.735	+ 1.267 D/V
# 11 Pacific Coast Hwy / Newland S	B	10.7	0.510	B	10.2	0.539	-0.560 D/V
# 12 Pacific Coast Hwy / Magnolia S	B	13.0	0.535	B	12.4	0.563	-0.650 D/V
# 13 Pacific Coast Hwy / Brookhurst	C	23.1	0.654	C	22.6	0.682	-0.469 D/V
# 14 Main St / Yorktown Ave	C	25.4	0.335	C	26.1	0.366	+ 0.714 D/V
# 15 Main St / 17 th St	B	13.8	0.229	B	11.9	0.261	-1.855 D/V
# 16 Main St / Adams Ave	B	14.6	0.365	B	14.6	0.430	-0.043 D/V
# 17 Main St / Walnut Ave	A	7.9	0.188	A	9.1	0.292	+ 0.104 V/C
# 18 Main St / Olive Ave	A	8.3	0.258	A	9.1	0.313	+ 0.056 V/C
# 19 Main St / 6th St	B	14.3	0.139	B	13.5	0.247	-0.836 D/V
# 20 Lake St / 6th St	A	8.1	0.116	A	8.3	0.136	+ 0.021 V/C
# 21 Lake St / Orange Ave	A	9.4	0.323	B	11.5	0.473	+ 0.150 V/C
# 22 1st St / Orange Ave & Atlanta	B	19.1	0.259	B	19.7	0.304	+ 0.624 D/V
# 23 Beach Blvd / Atlanta Ave	C	21.2	0.305	C	22.8	0.372	+ 1.623 D/V
# 24 Beach Blvd / Pacific View Ave	A	7.4	0.217	A	9.9	0.284	+ 2.562 D/V

Huntington Beach Traffic Impact Analysis
Cumulative (2020) + Project AM (Alt 4)

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in

Huntington Beach Traffic Impact Analysis
Cumulative (2020) + Project AM (Alt 4)

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #1 Pacific Coast Hwy / Warner Ave

Cycle (sec):	120	Critical Vol./Cap.(X):	0.791
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	29.0
Optimal Cycle:	109	Level Of Service:	C

Street Name:	Pacific Coast Hwy						Warner Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	2 0	1 1	0	1 0	0 1	0	2 0	1 0	2
Volume Module:												
Base Vol:	30	1160	220	410	1150	40	20	190	30	290	50	600
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	34	1307	248	462	1296	45	23	214	34	327	56	676
Added Vol:	0	81	15	0	87	0	0	0	0	17	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	34	1388	263	462	1383	45	23	214	34	344	56	676
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	34	1388	263	462	1383	45	23	214	34	344	56	676
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	1388	263	462	1383	45	23	214	34	344	56	676
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	34	1388	263	462	1383	45	23	214	34	344	56	676
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	2.00	1.94	0.06	1.00	0.86	0.14	2.00	1.00	2.00
Final Sat.:	1700	3400	1700	3400	3293	107	1700	1468	232	3400	1700	3400
Capacity Analysis Module:												
Vol/Sat:	0.02	0.41	0.15	0.14	0.42	0.42	0.01	0.15	0.15	0.10	0.03	0.20
Crit Moves:		****		****				****		****		
Green/Cycle:	0.03	0.52	0.52	0.17	0.66	0.66	0.05	0.18	0.18	0.13	0.26	0.43
Volume/Cap:	0.64	0.79	0.30	0.79	0.64	0.64	0.24	0.79	0.79	0.79	0.13	0.46
Delay/Veh:	80.9	26.3	16.8	54.9	12.8	12.8	55.8	59.5	59.5	60.3	34.3	24.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	80.9	26.3	16.8	54.9	12.8	12.8	55.8	59.5	59.5	60.3	34.3	24.6
LOS by Move:	F	C	B	D	B	B	E	E	E	E	C	C
HCM2kAvgQ:	2	22	5	10	16	16	1	11	11	8	2	9

Note: Queue reported is the number of cars per lane.

Huntington Beach Traffic Impact Analysis
Cumulative (2020) + Project AM (Alt 4)

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #2 Pacific Coast Hwy / Seapoint Ave

Cycle (sec):	120	Critical Vol./Cap.(X):	0.627		
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	15.0		
Optimal Cycle:	61	Level Of Service:	B		

Street Name:	Pacific Coast Hwy						Seapoint Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0 1	1	0	1 0 2	0	0	0 0 0	0	0	2 0 0	0	1
Volume Module:												
Base Vol:	0 1110	30		80 1270	0		0	0	0	80	0	250
Growth Adj:	1.13 1.13	1.13		1.13 1.13	1.13		1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	0 1251	34		90 1431	0		0	0	0	90	0	282
Added Vol:	0 96	6		0 103	0		0	0	0	6	0	0
PasserByVol:	0 0	0		0 0	0		0	0	0	0	0	0
Initial Fut:	0 1347	40		90 1534	0		0	0	0	96	0	282
User Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0 1347	40		90 1534	0		0	0	0	96	0	282
Reduct Vol:	0 0	0		0 0	0		0	0	0	0	0	0
Reduced Vol:	0 1347	40		90 1534	0		0	0	0	96	0	282
PCE Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0 1347	40		90 1534	0		0	0	0	96	0	282
Saturation Flow Module:												
Sat/Lane:	1700 1700	1700		1700 1700	1700		1700	1700	1700	1700	1700	1700
Adjustment:	1.00 1.00	1.00		1.00 1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00 1.94	0.06		1.00 2.00	0.00		0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0 3302	98		1700 3400	0		0	0	0	3400	0	1700
Capacity Analysis Module:												
Vol/Sat:	0.00 0.41	0.41		0.05 0.45	0.00		0.00	0.00	0.00	0.03	0.00	0.17
Crit Moves:	****			****								****
Green/Cycle:	0.00 0.65	0.65		0.08 0.74	0.00		0.00	0.00	0.00	0.26	0.00	0.26
Volume/Cap:	0.00 0.63	0.63		0.63 0.61	0.00		0.00	0.00	0.00	0.11	0.00	0.63
Delay/Veh:	0.0 12.9	12.9		61.5 8.1	0.0		0.0	0.0	0.0	33.5	0.0	41.7
User DelAdj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0 12.9	12.9		61.5 8.1	0.0		0.0	0.0	0.0	33.5	0.0	41.7
LOS by Move:	A	B		E A	A		A	A	A	C	A	D
HCM2kAvgQ:	0	15	15	4	14	0	0	0	0	1	0	10

Note: Queue reported is the number of cars per lane.

```
Cumulative (2020) + ProjectWed Apr 8, 2009 13:40:02                    Page 5-1
-------------------------------------------------------------------------------
                  Huntington Beach Traffic Impact Analysis
                   Cumulative (2020) + Project AM (Alt 4)
-------------------------------------------------------------------------------
                      Level Of Service Computation Report
             2000 HCM Operations Method (Future Volume Alternative)
*******************************************************************************
Intersection #3 Pacific Coast Hwy / Goldenwest St
*******************************************************************************
Cycle (sec):          120                Critical Vol./Cap.(X):          0.683
Loss Time (sec):        0 (Y+R=4.0 sec)  Average Delay (sec/veh):         22.0
Optimal Cycle:         72                Level Of Service:                  C
*******************************************************************************
Street Name:         Pacific Coast Hwy                  Goldenwest St
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Protected        Protected        Protected        Protected
Rights:            Include          Include          Include          Include
Min. Green:      0    0    0      0    0    0      0    0    0      0    0    0
Lanes:         1  0  2  0  1    1  0  2  0  0    0  0  0  0  0    1  0  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       20  970  140   140 1250    0      0    0    0    300    0  140
Growth Adj:   1.13 1.13 1.13  1.13 1.13 1.13   1.13 1.13 1.13   1.13 1.13 1.13
Initial Bse:    23 1093  158   158 1409    0      0    0    0    338    0  158
Added Vol:       0  102   31     0  109    0      0    0    0     41    0    0
PasserByVol:     0    0    0     0    0    0      0    0    0      0    0    0
Initial Fut:    23 1195  189   158 1518    0      0    0    0    379    0  158
User Adj:     1.00 1.00 1.00  1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
PHF Adj:      1.00 1.00 1.00  1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
PHF Volume:     23 1195  189   158 1518    0      0    0    0    379    0  158
Reduct Vol:      0    0    0     0    0    0      0    0    0      0    0    0
Reduced Vol:    23 1195  189   158 1518    0      0    0    0    379    0  158
PCE Adj:      1.00 1.00 1.00  1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
MLF Adj:      1.00 1.00 1.00  1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
FinalVolume:    23 1195  189   158 1518    0      0    0    0    379    0  158
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:     1700 1700 1700  1700 1700 1700   1700 1700 1700   1700 1700 1700
Adjustment:   1.00 1.00 1.00  1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
Lanes:        1.00 2.00 1.00  1.00 2.00 0.00   0.00 0.00 0.00   1.00 0.00 1.00
Final Sat.:   1700 3400 1700  1700 3400    0      0    0    0   1700    0 1700
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:      0.01 0.35 0.11  0.09 0.45 0.00   0.00 0.00 0.00   0.22 0.00 0.09
Crit Moves:   ****                 ****                        ****
Green/Cycle:  0.02 0.53 0.53  0.14 0.65 0.00   0.00 0.00 0.00   0.33 0.00 0.33
Volume/Cap:   0.68 0.66 0.21  0.66 0.68 0.00   0.00 0.00 0.00   0.68 0.00 0.28
Delay/Veh:   104.0 21.1 14.9  55.5 13.9  0.0    0.0  0.0  0.0   38.5  0.0 30.3
User DelAdj:  1.00 1.00 1.00  1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
AdjDel/Veh:  104.0 21.1 14.9  55.5 13.9  0.0    0.0  0.0  0.0   38.5  0.0 30.3
LOS by Move:     F    C    B     E    B    A      A    A    A     D    A    C
HCM2kAvgQ:       2   16    4     7   18    0      0    0    0    13    0    4
*******************************************************************************
Note: Queue reported is the number of cars per lane.
*******************************************************************************

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Huntington Beach Traffic Impact Analysis
Cumulative (2020) + Project AM (Alt 4)

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #4 Pacific Coast Hwy / 17th St

Cycle (sec):	120	Critical Vol./Cap.(X):	0.570
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	6.3
Optimal Cycle:	53	Level Of Service:	A

Street Name:	Pacific Coast Hwy						17th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2	0 1	1 0	2	0 0	0 0	0	0 0 0	1 0	0	0 1
Volume Module:												
Base Vol:	0	1010	30	60	1420	0	0	0	0	80	0	80
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	0	1138	34	68	1600	0	0	0	0	90	0	90
Added Vol:	0	133	2	0	150	0	0	0	0	4	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1271	36	68	1750	0	0	0	0	94	0	90
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1271	36	68	1750	0	0	0	0	94	0	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1271	36	68	1750	0	0	0	0	94	0	90
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1271	36	68	1750	0	0	0	0	94	0	90
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3400	1700	1700	3400	0	0	0	0	1700	0	1700
Capacity Analysis Module:												
Vol/Sat:	0.00	0.37	0.02	0.04	0.51	0.00	0.00	0.00	0.00	0.06	0.00	0.05
Crit Moves:	****				****					****		
Green/Cycle:	0.00	0.82	0.82	0.09	0.90	0.00	0.00	0.00	0.00	0.10	0.00	0.10
Volume/Cap:	0.00	0.46	0.03	0.46	0.57	0.00	0.00	0.00	0.00	0.57	0.00	0.55
Delay/Veh:	0.0	3.4	2.1	54.4	1.4	0.0	0.0	0.0	0.0	56.5	0.0	55.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	3.4	2.1	54.4	1.4	0.0	0.0	0.0	0.0	56.5	0.0	55.4
LOS by Move:	A	A	A	D	A	A	A	A	A	E	A	E
HCM2kAvgQ:	0	7	0	3	7	0	0	0	0	4	0	4

Note: Queue reported is the number of cars per lane.

```
Cumulative (2020) + ProjectWed Apr 8, 2009 13:40:02                    Page 7-1
-------------------------------------------------------------------------------
                  Huntington Beach Traffic Impact Analysis
                   Cumulative (2020) + Project AM (Alt 4)
-------------------------------------------------------------------------------
                      Level Of Service Computation Report
             2000 HCM Operations Method (Future Volume Alternative)
*******************************************************************************
Intersection #5 Pacific Coast Hwy / 9th St
*******************************************************************************
Cycle (sec):         120                 Critical Vol./Cap.(X):          0.570
Loss Time (sec):       0 (Y+R=4.0 sec)   Average Delay (sec/veh):          2.4
Optimal Cycle:        53                 Level Of Service:                  A
*******************************************************************************
Street Name:        Pacific Coast Hwy                    9th St
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected        Protected        Protected
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        0  0  2  0  1    1  0  2  0  0    0  0  0  0  0    1  0  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0 1050    10    20 1500     0     0    0     0    40    0    20
Growth Adj:  1.13 1.13  1.13  1.13 1.13  1.13  1.13 1.13  1.13  1.13 1.13  1.13
Initial Bse:    0 1183    11    23 1690     0     0    0     0    45    0    23
Added Vol:      0  135     1     0  154     0     0    0     0     2    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0 1318    12    23 1844     0     0    0     0    47    0    23
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0 1318    12    23 1844     0     0    0     0    47    0    23
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0 1318    12    23 1844     0     0    0     0    47    0    23
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:    0 1318    12    23 1844     0     0    0     0    47    0    23
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1700 1700  1700  1700 1700  1700  1700 1700  1700  1700 1700  1700
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.00 2.00  1.00  1.00 2.00  0.00  0.00 0.00  0.00  1.00 0.00  1.00
Final Sat.:     0 3400  1700  1700 3400     0     0    0     0  1700    0  1700
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.39  0.01  0.01 0.54  0.00  0.00 0.00  0.00  0.03 0.00  0.01
Crit Moves:  ****               ****                          ****
Green/Cycle: 0.00 0.92  0.92  0.03 0.95  0.00  0.00 0.00  0.00  0.05 0.00  0.05
Volume/Cap:  0.00 0.42  0.01  0.42 0.57  0.00  0.00 0.00  0.00  0.57 0.00  0.27
Delay/Veh:    0.0  0.7   0.4  62.3  0.6   0.0   0.0  0.0   0.0  65.0  0.0  56.8
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:   0.0  0.7   0.4  62.3  0.6   0.0   0.0  0.0   0.0  65.0  0.0  56.8
LOS by Move:    A    A     A     E    A     A     A    A     A     E    A     E
HCM2kAvgQ:      0    4     0     1    5     0     0    0     0     3    0     1
*******************************************************************************
Note: Queue reported is the number of cars per lane.
*******************************************************************************

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Huntington Beach Traffic Impact Analysis
Cumulative (2020) + Project AM (Alt 4)

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #6 Pacific Coast Hwy / 6th St

Cycle (sec):	120	Critical Vol./Cap.(X):	0.584
Loss Time (sec):	30 (Y+R=4.0 sec)	Average Delay (sec/veh):	19.8
Optimal Cycle:	85	Level Of Service:	B

Street Name:	Pacific Coast Hwy						6th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2	1 0	1 0	2	1 0	0 0	1!	0 0	1 0	0	1 0
Volume Module:												
Base Vol:	20	940	20	40	1490	30	30	20	20	30	20	50
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	23	1059	23	45	1679	34	34	23	23	34	23	56
Added Vol:	0	103	50	41	116	0	0	0	0	39	0	33
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	23	1162	73	86	1795	34	34	23	23	73	23	89
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	23	1162	73	86	1795	34	34	23	23	73	23	89
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	1162	73	86	1795	34	34	23	23	73	23	89
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	23	1162	73	86	1795	34	34	23	23	73	23	89
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.82	0.18	1.00	2.94	0.06	0.43	0.28	0.29	1.00	0.20	0.80
Final Sat.:	1700	4800	300	1700	5006	94	729	486	486	1700	342	1358
Capacity Analysis Module:												
Vol/Sat:	0.01	0.24	0.24	0.05	0.36	0.36	0.05	0.05	0.05	0.04	0.07	0.07
Crit Moves:	****				****						****	
Green/Cycle:	0.02	0.53	0.53	0.11	0.61	0.61	0.11	0.11	0.11	0.11	0.11	0.11
Volume/Cap:	0.58	0.46	0.46	0.46	0.58	0.58	0.41	0.41	0.41	0.38	0.58	0.58
Delay/Veh:	78.9	17.8	17.8	51.8	14.2	14.2	51.0	51.0	51.0	50.6	55.1	55.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	78.9	17.8	17.8	51.8	14.2	14.2	51.0	51.0	51.0	50.6	55.1	55.1
LOS by Move:	E	B	B	D	B	B	D	D	D	D	E	E
HCM2kAvgQ:	2	9	9	3	14	14	3	3	3	3	5	5

Note: Queue reported is the number of cars per lane.

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Cumulative (2020) + ProjectWed Apr 8, 2009 13:40:02                    Page 9-1
-------------------------------------------------------------------------------
                  Huntington Beach Traffic Impact Analysis
                   Cumulative (2020) + Project AM (Alt 4)
-------------------------------------------------------------------------------
                     Level Of Service Computation Report
              2000 HCM Operations Method (Future Volume Alternative)
*******************************************************************************
Intersection #7 Pacific Coast Hwy / Main St
*******************************************************************************
Cycle (sec):          120                Critical Vol./Cap.(X):          0.572
Loss Time (sec):       30 (Y+R=4.0 sec)  Average Delay (sec/veh):         18.8
Optimal Cycle:         84                Level Of Service:                  B
*******************************************************************************
Street Name:         Pacific Coast Hwy                  Main St
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Protected        Protected        Protected        Protected
Rights:            Include          Include          Include          Include
Min. Green:      0    0    0      0    0    0      0    0    0      0    0    0
Lanes:         1  0  3  0  1    1  0  3  0  0    0  0  0  0  0    1  0  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       10  910   60    40 1500    0     0    0    0     50    0   70
Growth Adj:   1.13 1.13 1.13  1.13 1.13 1.13  1.13 1.13 1.13   1.13 1.13 1.13
Initial Bse:    11 1025   68    45 1690    0     0    0    0     56    0   79
Added Vol:       0  116   33    39  116    0     0    0    0     32    0   37
PasserByVol:     0    0    0     0    0    0     0    0    0      0    0    0
Initial Fut:    11 1141  101    84 1806    0     0    0    0     88    0  116
User Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00   1.00 1.00 1.00
PHF Adj:      1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00   1.00 1.00 1.00
PHF Volume:     11 1141  101    84 1806    0     0    0    0     88    0  116
Reduct Vol:      0    0    0     0    0    0     0    0    0      0    0    0
Reduced Vol:    11 1141  101    84 1806    0     0    0    0     88    0  116
PCE Adj:      1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00   1.00 1.00 1.00
MLF Adj:      1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00   1.00 1.00 1.00
FinalVolume:    11 1141  101    84 1806    0     0    0    0     88    0  116
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:     1700 1700 1700  1700 1700 1700  1700 1700 1700   1700 1700 1700
Adjustment:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00   1.00 1.00 1.00
Lanes:        1.00 3.00 1.00  1.00 3.00 0.00  0.00 0.00 0.00   1.00 0.00 1.00
Final Sat.:   1700 5100 1700  1700 5100    0     0    0    0   1700    0 1700
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:      0.01 0.22 0.06  0.05 0.35 0.00  0.00 0.00 0.00   0.05 0.00 0.07
Crit Moves:   ****            ****                             ****
Green/Cycle:  0.01 0.52 0.52  0.11 0.62 0.00  0.00 0.00 0.00   0.12 0.00 0.12
Volume/Cap:   0.57 0.43 0.11  0.43 0.57 0.00  0.00 0.00 0.00   0.44 0.00 0.57
Delay/Veh:    93.7 18.2 15.0  51.1 13.7  0.0   0.0  0.0  0.0   50.6  0.0 53.9
User DelAdj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00   1.00 1.00 1.00
AdjDel/Veh:   93.7 18.2 15.0  51.1 13.7  0.0   0.0  0.0  0.0   50.6  0.0 53.9
LOS by Move:     F    B    B     D    B    A     A    A    A     D    A    D
HCM2kAvgQ:       1    9    2     3   13    0     0    0    0     3    0    5
*******************************************************************************
Note: Queue reported is the number of cars per lane.
*******************************************************************************

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Huntington Beach Traffic Impact Analysis
Cumulative (2020) + Project AM (Alt 4)

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #8 Pacific Coast Hwy / 1st St

Cycle (sec):	120	Critical Vol./Cap.(X):	0.630
Loss Time (sec):	30 (Y+R=4.0 sec)	Average Delay (sec/veh):	29.3
Optimal Cycle:	91	Level Of Service:	C

Street Name:	Pacific Coast Hwy						1st St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	1 0	1	0 2	1 0	1	1 0	0 1	1	1 0	0 2
Volume Module:												
Base Vol:	40	800	50	40	1380	60	70	40	30	100	80	110
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	45	901	56	45	1555	68	79	45	34	113	90	124
Added Vol:	0	84	73	76	71	0	0	0	0	60	0	66
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	45	985	129	121	1626	68	79	45	34	173	90	190
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	45	985	129	121	1626	68	79	45	34	173	90	190
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	985	129	121	1626	68	79	45	34	173	90	190
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	45	985	129	121	1626	68	79	45	34	173	90	190
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.65	0.35	1.00	2.88	0.12	1.27	0.73	1.00	1.31	0.69	2.00
Final Sat.:	1700	4508	592	1700	4896	204	2164	1236	1700	2234	1166	3400
Capacity Analysis Module:												
Vol/Sat:	0.03	0.22	0.22	0.07	0.33	0.33	0.04	0.04	0.02	0.08	0.08	0.06
Crit Moves:	****				****		****			****		
Green/Cycle:	0.04	0.43	0.43	0.14	0.53	0.53	0.06	0.06	0.06	0.12	0.12	0.12
Volume/Cap:	0.63	0.51	0.51	0.51	0.63	0.63	0.63	0.63	0.34	0.63	0.63	0.46
Delay/Veh:	73.2	25.2	25.2	49.6	20.6	20.6	61.7	61.7	56.4	53.1	53.1	49.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	73.2	25.2	25.2	49.6	20.6	20.6	61.7	61.7	56.4	53.1	53.1	49.7
LOS by Move:	E	C	C	D	C	C	E	E	E	D	D	D
HCM2kAvgQ:	3	10	10	5	15	15	3	3	2	6	6	4

Note: Queue reported is the number of cars per lane.

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Cumulative (2020) + ProjectWed Apr 8, 2009 13:40:02                    Page 11-1
-------------------------------------------------------------------------------
                  Huntington Beach Traffic Impact Analysis
                   Cumulative (2020) + Project AM (Alt 4)
-------------------------------------------------------------------------------
                       Level Of Service Computation Report
              2000 HCM Operations Method (Future Volume Alternative)
*******************************************************************************
Intersection #9 Pacific Coast Hwy / Huntington St
*******************************************************************************
Cycle (sec):          120                 Critical Vol./Cap.(X):          0.607
Loss Time (sec):        0 (Y+R=4.0 sec)   Average Delay (sec/veh):          8.3
Optimal Cycle:         47                 Level Of Service:                  A
*******************************************************************************
Street Name:         Pacific Coast Hwy                  Huntington St
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Protected        Protected         Permitted        Permitted
Rights:            Include          Include           Include          Include
Min. Green:      0    0    0      0    0    0      0    0    0      0    0    0
Lanes:         1  0  2  0  1    1  0  2  0  1    0  1  0  1  0    1  1  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       50  830   60    30 1460   10    10   20   40    30   60   20
Growth Adj:   1.13 1.13 1.13  1.13 1.13 1.13  1.13 1.13 1.13  1.13 1.13 1.13
Initial Bse:    56  935   68    34 1645   11    11   23   45    34   68   23
Added Vol:       0  156   95     0  131    0     0    0    0    75    0    0
PasserByVol:     0    0    0     0    0    0     0    0    0     0    0    0
Initial Fut:    56 1091  163    34 1776   11    11   23   45   109   68   23
User Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:      1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:     56 1091  163    34 1776   11    11   23   45   109   68   23
Reduct Vol:      0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:    56 1091  163    34 1776   11    11   23   45   109   68   23
PCE Adj:      1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:      1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
FinalVolume:    56 1091  163    34 1776   11    11   23   45   109   68   23
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:     1700 1700 1700  1700 1700 1700  1700 1700 1700  1700 1700 1700
Adjustment:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Lanes:        1.00 2.00 1.00  1.00 2.00 1.00  0.33 0.67 1.00  1.23 0.77 1.00
Final Sat.:   1700 3400 1700  1700 3400 1700   567 1133 1700  2097 1303 1700
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:      0.03 0.32 0.10  0.02 0.52 0.01  0.02 0.02 0.03  0.05 0.05 0.01
Crit Moves:   ****            ****                            ****
Green/Cycle: 0.05 0.86 0.86  0.05 0.86 0.86  0.09 0.09 0.09  0.09 0.09 0.09
Volume/Cap:   0.61 0.37 0.11  0.37 0.61 0.01  0.23 0.23 0.31  0.61 0.61 0.16
Delay/Veh:    66.5  1.8  1.3  57.4  2.8  1.2  51.6 51.6 52.3  56.6 56.6 51.4
User DelAdj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh:   66.5  1.8  1.3  57.4  2.8  1.2  51.6 51.6 52.3  56.6 56.6 51.4
LOS by Move:     E    A    A     E    A    A     D    D    D     E    E    D
HCM2kAvgQ:       3    4    1     2   10    0     1    1    2     4    4    1
*******************************************************************************
Note: Queue reported is the number of cars per lane.
*******************************************************************************

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Huntington Beach Traffic Impact Analysis
Cumulative (2020) + Project AM (Alt 4)

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #10 Pacific Coast Hwy / Beach Blvd

Cycle (sec):	120	Critical Vol./Cap.(X):	0.735	
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	20.8	
Optimal Cycle:	86	Level Of Service:	C	

Street Name:	Pacific Coast Hwy						Beach Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ignore			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2	0 1	1 0	2	0 1	1 0	2	0 1	2 0	1	0 1
Volume Module:												
Base Vol:	20	860	220	100	1520	30	20	50	10	480	80	160
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	23	969	248	113	1713	34	23	56	11	541	90	180
Added Vol:	0	171	0	63	144	0	0	0	0	0	0	79
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	23	1140	248	176	1857	34	23	56	11	541	90	259
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	23	1140	248	176	1857	34	23	56	0	541	90	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	1140	248	176	1857	34	23	56	0	541	90	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	23	1140	248	176	1857	34	23	56	0	541	90	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00
Final Sat.:	1700	3400	1700	1700	3400	1700	1700	3400	1700	3400	1700	1700
Capacity Analysis Module:												
Vol/Sat:	0.01	0.34	0.15	0.10	0.55	0.02	0.01	0.02	0.00	0.16	0.05	0.00
Crit Moves:	****				****			****		****		
Green/Cycle:	0.02	0.58	0.58	0.18	0.74	0.74	0.05	0.02	0.00	0.22	0.19	0.00
Volume/Cap:	0.74	0.58	0.25	0.58	0.74	0.03	0.28	0.74	0.00	0.74	0.28	0.00
Delay/Veh:	121.4	16.2	12.4	47.8	9.9	4.1	57.0	88.8	0.0	47.7	41.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	121.4	16.2	12.4	47.8	9.9	4.1	57.0	88.8	0.0	47.7	41.9	0.0
LOS by Move:	F	B	B	D	A	A	E	F	A	D	D	A
HCM2kAvgQ:	2	13	4	7	20	0	1	2	0	11	3	0

Note: Queue reported is the number of cars per lane.

```
Cumulative (2020) + ProjectWed Apr 8, 2009 13:40:02                    Page 13-1
-------------------------------------------------------------------------------
                  Huntington Beach Traffic Impact Analysis
                   Cumulative (2020) + Project AM (Alt 4)
-------------------------------------------------------------------------------
                     Level Of Service Computation Report
              2000 HCM Operations Method (Future Volume Alternative)
*******************************************************************************
Intersection #11 Pacific Coast Hwy /  Newland St
*******************************************************************************
Cycle (sec):          120                 Critical Vol./Cap.(X):          0.539
Loss Time (sec):        0 (Y+R=4.0 sec)   Average Delay (sec/veh):         10.2
Optimal Cycle:         49                 Level Of Service:                  B
*******************************************************************************
Street Name:         Pacific Coast Hwy                  Newland St
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Protected        Protected       Split Phase      Split Phase
Rights:            Include          Include          Include          Include
Min. Green:      0    0    0      0    0    0      0    0    0      0    0    0
Lanes:         1  0  3  0  1    1  0  3  0  1    0  1  0  1  0    0  1  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:        0  930   30    60 1800    0    10   10    0   160    0   110
Growth Adj:   1.13 1.13 1.13  1.13 1.13 1.13  1.13 1.13 1.13  1.13 1.13  1.13
Initial Bse:     0 1048   34    68 2028    0    11   11    0   180    0   124
Added Vol:       0  171    0     0  144    0     0    0    0     0    0     0
PasserByVol:     0    0    0     0    0    0     0    0    0     0    0     0
Initial Fut:     0 1219   34    68 2172    0    11   11    0   180    0   124
User Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00  1.00
PHF Adj:      1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00  1.00
PHF Volume:      0 1219   34    68 2172    0    11   11    0   180    0   124
Reduct Vol:      0    0    0     0    0    0     0    0    0     0    0     0
Reduced Vol:     0 1219   34    68 2172    0    11   11    0   180    0   124
PCE Adj:      1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00  1.00
MLF Adj:      1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00  1.00
FinalVolume:     0 1219   34    68 2172    0    11   11    0   180    0   124
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:     1700 1700 1700  1700 1700 1700  1700 1700 1700  1700 1700  1700
Adjustment:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00  1.00
Lanes:        1.00 3.00 1.00  1.00 3.00 1.00  1.00 1.00 0.00  1.00 0.00  1.00
Final Sat.:   1700 5100 1700  1700 5100 1700  1700 1700    0  1700    0  1700
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:      0.00 0.24 0.02  0.04 0.43 0.00  0.01 0.01 0.00  0.11 0.00  0.07
Crit Moves:   ****            ****            ****            ****
Green/Cycle:  0.00 0.68 0.68  0.11 0.79 0.00  0.01 0.01 0.00  0.20 0.00  0.20
Volume/Cap:   0.00 0.35 0.03  0.35 0.54 0.00  0.54 0.54 0.00  0.54 0.00  0.37
Delay/Veh:     0.0  8.2  6.4  50.3  4.7  0.0  72.2 72.2  0.0  45.0  0.0  42.4
User DelAdj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00  1.00
AdjDel/Veh:    0.0  8.2  6.4  50.3  4.7  0.0  72.2 72.2  0.0  45.0  0.0  42.4
LOS by Move:     A    A    A    D    A    A    E    E    A    D    A    D
HCM2kAvgQ:       0    6    0    3   10    0    1    1    0    7    0    4
*******************************************************************************
Note: Queue reported is the number of cars per lane.
*******************************************************************************

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Huntington Beach Traffic Impact Analysis
Cumulative (2020) + Project AM (Alt 4)

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #12 Pacific Coast Hwy / Magnolia St

Cycle (sec):	120	Critical Vol./Cap.(X):	0.563	
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	12.4	
Optimal Cycle:	52	Level Of Service:	B	

Street Name:	Pacific Coast Hwy						Magnolia St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 0	1	1 0	3 0	1	1 0	0 1	0	1 1	0 0	1
Volume Module:												
Base Vol:	20	840	50	80	1850	30	10	20	10	150	20	140
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	23	947	56	90	2085	34	11	23	11	169	23	158
Added Vol:	0	171	0	0	144	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	23	1118	56	90	2229	34	11	23	11	169	23	158
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	23	1118	56	90	2229	34	11	23	11	169	23	158
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	1118	56	90	2229	34	11	23	11	169	23	158
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	23	1118	56	90	2229	34	11	23	11	169	23	158
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	0.67	0.33	1.76	0.24	1.00
Final Sat.:	1700	5100	1700	1700	5100	1700	1700	1133	567	3000	400	1700
Capacity Analysis Module:												
Vol/Sat:	0.01	0.22	0.03	0.05	0.44	0.02	0.01	0.02	0.02	0.06	0.06	0.09
Crit Moves:	****				****			****				****
Green/Cycle:	0.02	0.64	0.64	0.16	0.78	0.78	0.04	0.04	0.04	0.16	0.16	0.16
Volume/Cap:	0.56	0.34	0.05	0.34	0.56	0.03	0.19	0.56	0.56	0.34	0.34	0.56
Delay/Veh:	75.1	9.8	7.9	45.9	5.5	3.1	57.7	68.7	68.7	44.7	44.7	48.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	75.1	9.8	7.9	45.9	5.5	3.1	57.7	68.7	68.7	44.7	44.7	48.7
LOS by Move:	E	A	A	D	A	A	E	E	E	D	D	D
HCM2kAvgQ:	2	6	1	3	11	0	1	2	2	3	3	6

Note: Queue reported is the number of cars per lane.

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Cumulative (2020) + ProjectWed Apr 8, 2009 13:40:02                Page 15-1
-------------------------------------------------------------------------------
                  Huntington Beach Traffic Impact Analysis
                   Cumulative (2020) + Project AM (Alt 4)
-------------------------------------------------------------------------------
                     Level Of Service Computation Report
             2000 HCM Operations Method (Future Volume Alternative)
*******************************************************************************
Intersection #13 Pacific Coast Hwy / Brookhurst St
*******************************************************************************
Cycle (sec):         120                Critical Vol./Cap.(X):         0.682
Loss Time (sec):       0 (Y+R=4.0 sec)  Average Delay (sec/veh):        22.6
Optimal Cycle:        72                Level Of Service:                 C
*******************************************************************************
Street Name:         Pacific Coast Hwy                  Brookhurst St
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected        Protected        Protected
Rights:           Include          Include          Include          Include
Min. Green:     0    0    0     0    0    0     0    0    0     0    0    0
Lanes:        1  0  3  0  1    1  0  3  0  1    1  0  0  1  0    2  0  1  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      10  750  210   150 1880    0    10   10   10   660   10  150
Growth Adj:  1.13 1.13 1.13  1.13 1.13 1.13  1.13 1.13 1.13  1.13 1.13 1.13
Initial Bse:   11  845  237   169 2118    0    11   11   11   744   11  169
Added Vol:      0  171    0     0  144    0     0    0    0     0    0    0
PasserByVol:    0    0    0     0    0    0     0    0    0     0    0    0
Initial Fut:   11 1016  237   169 2262    0    11   11   11   744   11  169
User Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:    11 1016  237   169 2262    0    11   11   11   744   11  169
Reduct Vol:     0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:   11 1016  237   169 2262    0    11   11   11   744   11  169
PCE Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
FinalVolume:   11 1016  237   169 2262    0    11   11   11   744   11  169
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1700 1700 1700  1700 1700 1700  1700 1700 1700  1700 1700 1700
Adjustment:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Lanes:       1.00 3.00 1.00  1.00 3.00 1.00  1.00 0.50 0.50  2.00 1.00 1.00
Final Sat.:  1700 5100 1700  1700 5100 1700  1700  850  850  3400 1700 1700
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.01 0.20 0.14  0.10 0.44 0.00  0.01 0.01 0.01  0.22 0.01 0.10
Crit Moves:  ****            ****            ****            ****
Green/Cycle: 0.01 0.44 0.44  0.22 0.65 0.00  0.02 0.02 0.02  0.32 0.32 0.32
Volume/Cap:  0.68 0.45 0.32  0.45 0.68 0.00  0.31 0.68 0.68  0.68 0.02 0.31
Delay/Veh:  136.8 23.6 22.1  41.4 13.8  0.0  62.8  104 103.9  37.2 28.0 31.2
User DelAdj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh: 136.8 23.6 22.1  41.4 13.8  0.0  62.8  104 103.9  37.2 28.0 31.2
LOS by Move:    F    C    C     D    B    A     E    F    F     D    C    C
HCM2kAvgQ:      1    9    6     6   18    0     1    2    2    13    0    5
*******************************************************************************
Note: Queue reported is the number of cars per lane.
*******************************************************************************

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Huntington Beach Traffic Impact Analysis
Cumulative (2020) + Project AM (Alt 4)

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #14 Main St / Yorktown Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.366	
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	26.1	
Optimal Cycle:	36	Level Of Service:	C	

Street Name:	Main St						Yorktown Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2	0 1	2 0	2	0 1	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	110	360	30	110	330	40	60	340	140	40	340	90
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	124	406	34	124	372	45	68	383	158	45	383	101
Added Vol:	6	59	28	0	66	0	0	0	7	36	2	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	130	465	62	124	438	45	68	383	165	81	385	101
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	130	465	62	124	438	45	68	383	165	81	385	101
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	130	465	62	124	438	45	68	383	165	81	385	101
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	130	465	62	124	438	45	68	383	165	81	385	101
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	3400	1700	3400	3400	1700	1700	3400	1700	1700	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.08	0.14	0.04	0.04	0.13	0.03	0.04	0.11	0.10	0.05	0.11	0.06
Crit Moves:	****				****			****			****	
Green/Cycle:	0.21	0.44	0.44	0.12	0.35	0.35	0.11	0.31	0.31	0.13	0.32	0.32
Volume/Cap:	0.37	0.31	0.08	0.31	0.37	0.08	0.35	0.37	0.31	0.37	0.35	0.18
Delay/Veh:	34.5	18.1	16.1	40.8	24.3	21.6	42.0	27.2	26.8	40.7	25.9	24.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	34.5	18.1	16.1	40.8	24.3	21.6	42.0	27.2	26.8	40.7	25.9	24.4
LOS by Move:	C	B	B	D	C	C	D	C	C	D	C	C
HCM2kAvgQ:	4	5	1	2	5	1	2	5	4	3	5	2

Note: Queue reported is the number of cars per lane.

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Cumulative (2020) + ProjectWed Apr 8, 2009 13:40:02                    Page 17-1
-------------------------------------------------------------------------------
                  Huntington Beach Traffic Impact Analysis
                   Cumulative (2020) + Project AM (Alt 4)
-------------------------------------------------------------------------------
                     Level Of Service Computation Report
              2000 HCM Operations Method (Future Volume Alternative)
*******************************************************************************
Intersection #15 Main St / 17 th St
*******************************************************************************
Cycle (sec):         100                 Critical Vol./Cap.(X):          0.261
Loss Time (sec):       0 (Y+R=4.0 sec)   Average Delay (sec/veh):         11.9
Optimal Cycle:        19                 Level Of Service:                  B
*******************************************************************************
Street Name:              Main St                          17th St
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:          Permitted        Permitted        Permitted        Permitted
Rights:             Include          Include          Include          Include
Min. Green:     0    0    0     0    0    0     0    0    0     0    0    0
Lanes:        1  0  2  0  1    0  0  1  1  1    1  0  0  1  0    1  0  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0  290   20     0  350  160   170   10    0     0    0    0
Growth Adj:  1.13 1.13 1.13  1.13 1.13 1.13  1.13 1.13  1.13  1.13 1.13  1.13
Initial Bse:    0  327   23     0  394  180   192   11    0     0    0    0
Added Vol:      0   93    0     0  109    0     0    0    0     0    0    0
PasserByVol:    0    0    0     0    0    0     0    0    0     0    0    0
Initial Fut:    0  420   23     0  503  180   192   11    0     0    0    0
User Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:     0  420   23     0  503  180   192   11    0     0    0    0
Reduct Vol:     0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:    0  420   23     0  503  180   192   11    0     0    0    0
PCE Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
FinalVolume:    0  420   23     0  503  180   192   11    0     0    0    0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1700 1700 1700  1700 1700 1700  1700 1700 1700  1700 1700 1700
Adjustment:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Lanes:       1.00 2.00 1.00  0.00 2.00 1.00  1.00 1.00 0.00  1.00 0.00 0.00
Final Sat.:  1700 3400 1700     0 3400 1700  1700 1700    0  1700    0    0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.12 0.01  0.00 0.15 0.11  0.11 0.01  0.00  0.00 0.00  0.00
Crit Moves:                       ****          ****
Green/Cycle: 0.00 0.57 0.57  0.00 0.57 0.57  0.43 0.43  0.00  0.00 0.00  0.00
Volume/Cap:  0.00 0.22 0.02  0.00 0.26 0.19  0.26 0.02  0.00  0.00 0.00  0.00
Delay/Veh:    0.0 10.7  9.5   0.0 11.0 10.5  18.4 16.2   0.0   0.0  0.0   0.0
User DelAdj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:   0.0 10.7  9.5   0.0 11.0 10.5  18.4 16.2   0.0   0.0  0.0   0.0
LOS by Move:    A    B    A     A    B    B     B    B     A     A    A     A
HCM2kAvgQ:      0    3    0     0    4    3     4    0     0     0    0     0
*******************************************************************************
Note: Queue reported is the number of cars per lane.
*******************************************************************************

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Huntington Beach Traffic Impact Analysis
Cumulative (2020) + Project AM (Alt 4)

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #16 Main St / Adams Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.430
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 14.6
Optimal Cycle: 25 Level Of Service: B

Street Name:	Main St						Adams Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 1	0 1	1	0 1	0 1	0	1 0	0 1	0	1 0	0 1
Volume Module:												
Base Vol:	20	300	100	50	280	30	10	230	10	60	190	30
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	23	338	113	56	316	34	11	259	11	68	214	34
Added Vol:	0	93	16	0	109	0	0	0	0	19	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	23	431	129	56	425	34	11	259	11	87	214	34
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	23	431	129	56	425	34	11	259	11	87	214	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	431	129	56	425	34	11	259	11	87	214	34
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	23	431	129	56	425	34	11	259	11	87	214	34
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	0.04	0.96	1.00	0.29	0.71	1.00
Final Sat.:	1700	1700	1700	1700	1700	1700	71	1629	1700	490	1210	1700
Capacity Analysis Module:												
Vol/Sat:	0.01	0.25	0.08	0.03	0.25	0.02	0.16	0.16	0.01	0.18	0.18	0.02
Crit Moves:		****									****	
Green/Cycle:	0.59	0.59	0.59	0.59	0.59	0.59	0.41	0.41	0.41	0.41	0.41	0.41
Volume/Cap:	0.02	0.43	0.13	0.06	0.42	0.03	0.39	0.39	0.02	0.43	0.43	0.05
Delay/Veh:	8.6	11.6	9.2	8.8	11.5	8.6	21.0	21.0	17.5	21.5	21.5	17.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.6	11.6	9.2	8.8	11.5	8.6	21.0	21.0	17.5	21.5	21.5	17.7
LOS by Move:	A	B	A	A	B	A	C	C	B	C	C	B
HCM2kAvgQ:	0	7	2	1	7	0	6	6	0	7	7	1

Note: Queue reported is the number of cars per lane.

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Cumulative (2020) + ProjectWed Apr 8, 2009 13:40:02                    Page 19-1
-------------------------------------------------------------------------------
                  Huntington Beach Traffic Impact Analysis
                   Cumulative (2020) + Project AM (Alt 4)
-------------------------------------------------------------------------------
                     Level Of Service Computation Report
              2000 HCM 4-Way Stop Method (Future Volume Alternative)
*******************************************************************************
Intersection #17 Main St / Walnut Ave
*******************************************************************************
Cycle (sec):           0                Critical Vol./Cap.(X):          0.292
Loss Time (sec):       0 (Y+R=4.0 sec)  Average Delay (sec/veh):         9.1
Optimal Cycle:         0                Level Of Service:                 A
*******************************************************************************
Street Name:              Main St                        Walnut Ave
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign        Stop Sign        Stop Sign
Rights:           Include          Include          Include          Include
Min. Green:     0    0    0     0    0    0     0    0    0     0    0    0
Lanes:        0  0  1! 0  0    0  0  1! 0  0    0  0  1! 0  0    0  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      10   70   20    30   90   20    10   20   10    10   10   30
Growth Adj:  1.13 1.13 1.13  1.13 1.13 1.13  1.13 1.13 1.13  1.13 1.13 1.13
Initial Bse:   11   79   23    34  101   23    11   23   11    11   11   34
Added Vol:     11   46    8    16   34    7     7   54   11     8   51   19
PasserByVol:    0    0    0     0    0    0     0    0    0     0    0    0
Initial Fut:   22  125   31    50  135   30    18   77   22    19   62   53
User Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:    22  125   31    50  135   30    18   77   22    19   62   53
Reduct Vol:     0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:   22  125   31    50  135   30    18   77   22    19   62   53
PCE Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
FinalVolume:   22  125   31    50  135   30    18   77   22    19   62   53
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Adjustment:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Lanes:       0.13 0.70 0.17  0.23 0.63 0.14  0.16 0.65 0.19  0.14 0.47 0.39
Final Sat.:    92  514  126   170  463  101   107  447  130   101  327  277
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.24 0.24 0.24  0.29 0.29 0.29  0.17 0.17 0.17  0.19 0.19 0.19
Crit Moves:       ****            ****            ****            ****
Delay/Veh:    9.1  9.1  9.1   9.5  9.5  9.5   8.8  8.8  8.8   8.8  8.8  8.8
Delay Adj:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh:   9.1  9.1  9.1   9.5  9.5  9.5   8.8  8.8  8.8   8.8  8.8  8.8
LOS by Move:    A    A    A     A    A    A     A    A    A     A    A    A
ApproachDel:       9.1             9.5             8.8             8.8
Delay Adj:        1.00            1.00            1.00            1.00
ApprAdjDel:        9.1             9.5             8.8             8.8
LOS by Appr:         A               A               A               A
AllWayAvgQ:   0.3  0.3  0.3   0.4  0.4  0.4   0.2  0.2  0.2   0.2  0.2  0.2
*******************************************************************************
Note: Queue reported is the number of cars per lane.

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Cumulative (2020) + ProjectWed Apr 8, 2009 13:40:02 Page 20-1

Huntington Beach Traffic Impact Analysis
Cumulative (2020) + Project AM (Alt 4)

Level Of Service Detailed Computation Report
2000 HCM 4-Way Stop Method
Future Volume Alternative

****

Intersection #17 Main St / Walnut Ave

****

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Time Period: 0.25 hour				
HevVeh:	0%	0%	0%	0%
Alpha Value: 0.01				
GroupType:	1	1	1	1
P[C1]:	0.50	0.53	0.46	0.47
P[C2]:	0.19	0.16	0.10	0.09
P[C3]:	0.20	0.22	0.31	0.32
P[C4]:	0.10	0.09	0.12	0.11
P[C5]:	0.01	0.01	0.01	0.01
Padj[C1]:	0.009	0.009	0.011	0.011
Padj[C2]:	0.002	0.002	0.005	0.005
Padj[C3]:	-0.005	-0.005	-0.008	-0.008
Padj[C4]:	-0.006	-0.005	-0.007	-0.007
Padj[C5]:	-0.001	-0.001	-0.001	-0.001
Lane:	L1	L1	L1	L1
LaneType:	LEFTTHRURITE	LEFTTHRURITE	LEFTTHRURITE	LEFTTHRURITE
HeadwayAdj:	-0.078	-0.036	-0.083	-0.207
Volume:	178	215	117	134
Capacity:	731	735	683	705
DegOfUtil:	0.23	0.28	0.16	0.18
DepHeadway:	4.68	4.68	4.89	4.75
ServiceTime:	2.7	2.7	2.9	2.7
Delay:	9.1	9.5	8.8	8.8
Queue:	0.3	0.4	0.2	0.2
Approach:	North Bound	South Bound	East Bound	West Bound
ApproachDel:	9.1	9.5	8.8	8.8
Delay Adj:	1.00	1.00	1.00	1.00
ApprAdjDel:	9.1	9.5	8.8	8.8
LOS by Appr:	A	A	A	A
OverallDel:	9.1			
OverallLOS:	A			

```
Cumulative (2020) + ProjectWed Apr 8, 2009 13:40:02                    Page 21-1
-------------------------------------------------------------------------------
                  Huntington Beach Traffic Impact Analysis
                   Cumulative (2020) + Project AM (Alt 4)
-------------------------------------------------------------------------------
                      Level Of Service Computation Report
             2000 HCM 4-Way Stop Method (Future Volume Alternative)
*******************************************************************************
Intersection #18 Main St / Olive Ave
*******************************************************************************
Cycle (sec):           0                Critical Vol./Cap.(X):          0.313
Loss Time (sec):       0 (Y+R=4.0 sec)  Average Delay (sec/veh):          9.1
Optimal Cycle:         0                Level Of Service:                    A
*******************************************************************************
Street Name:              Main St                         Olive Ave
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign        Stop Sign        Stop Sign
Rights:           Include          Include          Include          Include
Min. Green:     0    0    0     0    0    0     0    0    0     0    0    0
Lanes:        0  0  1! 0  0    0  0  1! 0  0    0  0  1! 0  0    0  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      10   80   30    70  100   20    10   20   10    10   10   20
Growth Adj:  1.13 1.13 1.13  1.13 1.13 1.13  1.13 1.13 1.13  1.13 1.13 1.13
Initial Bse:   11   90   34    79  113   23    11   23   11    11   11   23
Added Vol:     14    4    7     6    5    7     7   56   14     8   58    7
PasserByVol:    0    0    0     0    0    0     0    0    0     0    0    0
Initial Fut:   25   94   41    85  118   30    18   79   25    19   69   30
User Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:    25   94   41    85  118   30    18   79   25    19   69   30
Reduct Vol:     0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:   25   94   41    85  118   30    18   79   25    19   69   30
PCE Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
FinalVolume:   25   94   41    85  118   30    18   79   25    19   69   30
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Adjustment:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Lanes:       0.16 0.59 0.25  0.36 0.51 0.13  0.15 0.64 0.21  0.16 0.59 0.25
Final Sat.:   116  433  188   271  375   94   103  444  143   113  405  173
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.22 0.22 0.22  0.31 0.31 0.31  0.18 0.18 0.18  0.17 0.17 0.17
Crit Moves:           ****            ****        ****        ****
Delay/Veh:    8.8  8.8  8.8   9.7  9.7  9.7   8.8  8.8  8.8   8.7  8.7  8.7
Delay Adj:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh:   8.8  8.8  8.8   9.7  9.7  9.7   8.8  8.8  8.8   8.7  8.7  8.7
LOS by Move:    A    A    A     A    A    A     A    A    A     A    A    A
ApproachDel:         8.8             9.7             8.8             8.7
Delay Adj:           1.00            1.00            1.00            1.00
ApprAdjDel:          8.8             9.7             8.8             8.7
LOS by Appr:           A               A               A               A
AllWayAvgQ:   0.2  0.2  0.2   0.4  0.4  0.4   0.2  0.2  0.2   0.2  0.2  0.2
*******************************************************************************
Note: Queue reported is the number of cars per lane.

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Huntington Beach Traffic Impact Analysis
Cumulative (2020) + Project AM (Alt 4)

Level Of Service Detailed Computation Report
2000 HCM 4-Way Stop Method
Future Volume Alternative

****

Intersection #18 Main St / Olive Ave

****

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Time Period: 0.25 hour				
HevVeh:	0%	0%	0%	0%
Alpha Value: 0.01				
GroupType:	1	1	1	1
P[C1]:	0.49	0.56	0.47	0.46
P[C2]:	0.21	0.14	0.09	0.09
P[C3]:	0.19	0.21	0.32	0.32
P[C4]:	0.10	0.08	0.11	0.11
P[C5]:	0.01	0.01	0.01	0.01
Padj[C1]:	0.009	0.008	0.011	0.011
Padj[C2]:	0.002	0.002	0.005	0.005
Padj[C3]:	-0.005	-0.006	-0.008	-0.008
Padj[C4]:	-0.006	-0.005	-0.007	-0.007
Padj[C5]:	-0.001	-0.001	-0.001	-0.001
Lane:	L1	L1	L1	L1
LaneType:	LEFTTHRURITE	LEFTTHRURITE	LEFTTHRURITE	LEFTTHRURITE
HeadwayAdj:	-0.121	-0.003	-0.094	-0.117
Volume:	160	232	122	118
Capacity:	738	741	690	691
DegOfUtil:	0.21	0.30	0.16	0.16
DepHeadway:	4.63	4.66	4.85	4.84
ServiceTime:	2.6	2.7	2.9	2.8
Delay:	8.8	9.7	8.8	8.7
Queue:	0.2	0.4	0.2	0.2

Approach:	North Bound	South Bound	East Bound	West Bound
ApproachDel:	8.8	9.7	8.8	8.7
Delay Adj:	1.00	1.00	1.00	1.00
ApprAdjDel:	8.8	9.7	8.8	8.7
LOS by Appr:	A	A	A	A
OverallDel:	9.1			
OverallLOS:	A			

Huntington Beach Traffic Impact Analysis
Cumulative (2020) + Project AM (Alt 4)

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #19 Main St / 6th St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.247		
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	13.5		
Optimal Cycle:	19	Level Of Service:	B		

Street Name:	Main St						6th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 1	0	1 0	0 1	0	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	0	80	30	10	130	30	40	40	10	50	50	10
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	0	90	34	11	146	34	45	45	11	56	56	11
Added Vol:	12	57	3	0	61	75	58	8	12	3	9	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	12	147	37	11	207	109	103	53	23	59	65	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	12	147	37	11	207	109	103	53	23	59	65	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	147	37	11	207	109	103	53	23	59	65	11
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	12	147	37	11	207	109	103	53	23	59	65	11
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.80	0.20	1.00	0.66	0.34	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1700	1360	340	1700	1115	585	1700	1700	1700	1700	1700	1700
Capacity Analysis Module:												
Vol/Sat:	0.01	0.11	0.11	0.01	0.19	0.19	0.06	0.03	0.01	0.03	0.04	0.01
Crit Moves:					****		****					
Green/Cycle:	0.75	0.75	0.75	0.75	0.75	0.75	0.25	0.25	0.25	0.25	0.25	0.25
Volume/Cap:	0.01	0.14	0.14	0.01	0.25	0.25	0.25	0.13	0.06	0.14	0.16	0.03
Delay/Veh:	3.0	3.4	3.4	3.0	3.8	3.8	30.6	29.5	28.9	29.6	29.8	28.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	3.0	3.4	3.4	3.0	3.8	3.8	30.6	29.5	28.9	29.6	29.8	28.7
LOS by Move:	A	A	A	A	A	A	C	C	C	C	C	C
HCM2kAvgQ:	0	2	2	0	3	3	3	1	1	1	2	0

Note: Queue reported is the number of cars per lane.

Huntington Beach Traffic Impact Analysis
Cumulative (2020) + Project AM (Alt 4)

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #20 Lake St / 6th St

Cycle (sec):	0	Critical Vol./Cap.(X):	0.136
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	8.3
Optimal Cycle:	0	Level Of Service:	A

Street Name:	Lake St						6th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0	1 0	1 0	1	0 1	0 1	0	0 1	0 1	0	0 1
Volume Module:												
Base Vol:	0	20	0	40	0	50	40	30	0	0	70	10
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	0	23	0	45	0	56	45	34	0	0	79	11
Added Vol:	2	32	0	0	42	10	9	0	2	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	55	0	45	42	66	54	34	2	0	79	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	2	55	0	45	42	66	54	34	2	0	79	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	55	0	45	42	66	54	34	2	0	79	11
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	2	55	0	45	42	66	54	34	2	0	79	11
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	0.00	1.00	1.00	1.00	0.62	0.38	1.00	0.00	1.00	1.00
Final Sat.:	618	678	0	619	678	781	397	248	785	0	682	784
Capacity Analysis Module:												
Vol/Sat:	0.00	0.08	xxxx	0.07	0.06	0.08	0.14	0.14	0.00	xxxx	0.12	0.01
Crit Moves:		****				****	****				****	
Delay/Veh:	8.3	8.2	0.0	8.8	8.2	7.5	8.9	8.9	7.1	0.0	8.4	7.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.3	8.2	0.0	8.8	8.2	7.5	8.9	8.9	7.1	0.0	8.4	7.2
LOS by Move:	A	A	*	A	A	A	A	A	A	*	A	A
ApproachDel:		8.2			8.1			8.9			8.3	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		8.2			8.1			8.9			8.3	
LOS by Appr:		A			A			A			A	
AllWayAvgQ:	0.0	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.0	0.1	0.1	0.0

Note: Queue reported is the number of cars per lane.

```
Cumulative (2020) + ProjectWed Apr 8, 2009 13:40:02                    Page 25-1
-------------------------------------------------------------------------------
                  Huntington Beach Traffic Impact Analysis
                   Cumulative (2020) + Project AM (Alt 4)
-------------------------------------------------------------------------------
                Level Of Service Detailed Computation Report
                        2000 HCM 4-Way Stop Method
                         Future Volume Alternative
*******************************************************************************
Intersection #20 Lake St / 6th St
*******************************************************************************
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|----------------|----------------|----------------|----------------|
Time Period: 0.25 hour
HevVeh:             0%               0%               0%               0%
Alpha Value: 0.01
-----------|----------------|----------------|----------------|----------------|
GroupType:             5                6                5                5
P[C1]:              0.61             0.70             0.65             0.64
P[C2]:              0.15             0.06             0.09             0.10
P[C3]:              0.18             0.21             0.22             0.21
P[C4]:              0.06             0.03             0.04             0.05
P[C5]:              0.00             0.00             0.00             0.00
Padj[C1]:           0.007            0.006            0.007            0.007
Padj[C2]:           0.002            0.002            0.002            0.002
Padj[C3]:          -0.005           -0.006           -0.006           -0.006
Padj[C4]:          -0.003           -0.002           -0.003           -0.003
Padj[C5]:          -0.000           -0.000           -0.000           -0.000
-----------|----------------|----------------|----------------|----------------|
Lanes:          L1      L2       L1      L2       L1      L2       L1      L2
LaneType:     LEFT   RTTHRU     LEFT    RITE     RITE   LTTHRU     RITE   LTTHRU
-----------|----------------|----------------|----------------|----------------|
HeadwayAdj:   0.500   0.000    0.500  -0.700   -0.700   0.308   -0.700   0.000
Volume:           2      55       45      66        2      88       11      79
Capacity:       618     678      619     781      785     645      784     682
DegOfUtil:     0.00    0.08     0.07    0.08     0.00    0.13     0.01    0.11
DepHeadway:    5.61    5.11     5.63    4.43     4.39    5.40     4.40    5.10
ServiceTime:    3.3     2.8      3.3     2.1      2.1     3.1      2.1     2.8
Delay:          8.3     8.2      8.8     7.5      7.1     8.9      7.2     8.4
Queue:          0.0     0.1      0.1     0.1      0.0     0.1      0.0     0.1
-----------|----------------|----------------|----------------|----------------|
Lane:              L3               L3               L3               L3
LaneType:      NOLANE            THRU           NOLANE           NOLANE
-----------|----------------|----------------|----------------|----------------|
HeadwayAdj:    xx.xxx           0.000          xx.xxx           xx.xxx
Volume:        xxxxxx              42          xxxxxx           xxxxxx
Capacity:      xxxxxx             678          xxxxxx           xxxxxx
DegOfUtil:      x.xx            0.06           x.xx             x.xx
DepHeadway:    xx.xx            5.13          xx.xx            xx.xx
ServiceTime:    xx.x             2.8           xx.x             xx.x
Delay:         xxx.x             8.2          xxx.x            xxx.x
Queue:         xxx.x             0.1          xxx.x            xxx.x
-----------|----------------|----------------|----------------|----------------|
Approach:       North Bound      South Bound      East Bound       West Bound
-----------|----------------|----------------|----------------|----------------|
ApproachDel:        8.2              8.1              8.9              8.3
Delay Adj:         1.00             1.00             1.00             1.00

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```

Huntington Beach Traffic Impact Analysis
Cumulative (2020) + Project AM (Alt 4)

ApprAdjDel:	8.2	8.1	8.9	8.3
LOS by Appr:	A	A	A	A
OverallDel:		8.3		
OverallLOS:		A		

Huntington Beach Traffic Impact Analysis
Cumulative (2020) + Project AM (Alt 4)

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #21 Lake St / Orange Ave

Cycle (sec):	0	Critical Vol./Cap.(X):	0.473	
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	11.5	
Optimal Cycle:	0	Level Of Service:	B	

Street Name:	Lake St						Orange Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	10	20	10	40	60	10	10	180	20	30	160	30
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	11	23	11	45	68	11	11	203	23	34	180	34
Added Vol:	8	6	8	16	7	21	20	64	8	9	69	8
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	19	29	19	61	75	32	31	267	31	43	249	42
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	19	29	19	61	75	32	31	267	31	43	249	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	29	19	61	75	32	31	267	31	43	249	42
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	19	29	19	61	75	32	31	267	31	43	249	42
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.29	0.42	0.29	0.36	0.45	0.19	0.10	0.81	0.09	0.13	0.75	0.12
Final Sat.:	161	239	161	217	265	115	67	571	65	90	527	88
Capacity Analysis Module:												
Vol/Sat:	0.12	0.12	0.12	0.28	0.28	0.28	0.47	0.47	0.47	0.47	0.47	0.47
Crit Moves:		****		****					****		****	
Delay/Veh:	9.3	9.3	9.3	10.4	10.4	10.4	11.9	11.9	11.9	12.0	12.0	12.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.3	9.3	9.3	10.4	10.4	10.4	11.9	11.9	11.9	12.0	12.0	12.0
LOS by Move:	A	A	A	B	B	B	B	B	B	B	B	B
ApproachDel:		9.3			10.4			11.9			12.0	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		9.3			10.4			11.9			12.0	
LOS by Appr:		A			B			B			B	
AllWayAvgQ:	0.1	0.1	0.1	0.3	0.3	0.3	0.8	0.8	0.8	0.8	0.8	0.8

Note: Queue reported is the number of cars per lane.

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Cumulative (2020) + ProjectWed Apr 8, 2009 13:40:02                  Page 27-1
-------------------------------------------------------------------------------
                  Huntington Beach Traffic Impact Analysis
                   Cumulative (2020) + Project AM (Alt 4)
-------------------------------------------------------------------------------
                Level Of Service Detailed Computation Report
                        2000 HCM 4-Way Stop Method
                         Future Volume Alternative
*******************************************************************************
Intersection #21 Lake St / Orange Ave
*******************************************************************************
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|----------------|----------------|----------------|----------------|
Time Period: 0.25 hour
HevVeh:             0%               0%               0%               0%
Alpha Value: 0.01
-----------|----------------|----------------|----------------|----------------|
GroupType:             1                1                1                1
P[C1]:              0.22             0.27             0.36             0.37
P[C2]:              0.08             0.03             0.30             0.30
P[C3]:              0.37             0.44             0.17             0.17
P[C4]:              0.28             0.24             0.15             0.15
P[C5]:              0.05             0.02             0.01             0.01
Padj[C1]:           0.019            0.017            0.012            0.011
Padj[C2]:           0.010            0.009            0.002            0.002
Padj[C3]:          -0.007           -0.011           -0.003           -0.003
Padj[C4]:          -0.016           -0.014           -0.009           -0.009
Padj[C5]:          -0.005           -0.002           -0.001           -0.001
-----------|----------------|----------------|----------------|----------------|
Lane:               L1               L1               L1               L1
LaneType:     LEFTTHRURITE     LEFTTHRURITE     LEFTTHRURITE     LEFTTHRURITE
-----------|----------------|----------------|----------------|----------------|
HeadwayAdj:        -0.115           -0.043           -0.037           -0.049
Volume:                67              168              329              334
Capacity:             561              597              703              706
DegOfUtil:           0.10             0.26             0.45             0.46
DepHeadway:          5.63             5.51             4.93             4.92
ServiceTime:          3.6              3.5              2.9              2.9
Delay:                9.3             10.4             11.9             12.0
Queue:                0.1              0.3              0.8              0.8
-----------|----------------|----------------|----------------|----------------|
Approach:      North Bound      South Bound      East Bound      West Bound
-----------|----------------|----------------|----------------|----------------|
ApproachDel:          9.3             10.4             11.9             12.0
Delay Adj:           1.00             1.00             1.00             1.00
ApprAdjDel:           9.3             10.4             11.9             12.0
LOS by Appr:            A                B                B                B
OverallDel:                                  11.5
OverallLOS:                                     B
```

Huntington Beach Traffic Impact Analysis
Cumulative (2020) + Project AM (Alt 4)

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #22 1st St / Orange Ave & Atlanta Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.304	
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	19.7	
Optimal Cycle:	27	Level Of Service:	B	

Street Name:	1st St						Orange Ave & Atlanta Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0	0 1	0 1	0	0 0	1	0 1	1 0	1	0 0	1 0
Volume Module:												
Base Vol:	40	0	90	10	10	0	0	130	30	220	150	0
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	45	0	101	11	11	0	0	146	34	248	169	0
Added Vol:	27	0	13	0	0	0	0	52	36	21	59	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	72	0	114	11	11	0	0	198	70	269	228	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	72	0	114	11	11	0	0	198	70	269	228	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	72	0	114	11	11	0	0	198	70	269	228	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	72	0	114	11	11	0	0	198	70	269	228	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.50	0.50	0.00	1.00	1.48	0.52	1.00	1.00	0.00
Final Sat.:	1700	0	1700	850	850	0	1700	2515	885	1700	1700	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.00	0.07	0.01	0.01	0.00	0.00	0.08	0.08	0.16	0.13	0.00
Crit Moves:			****					****		****		
Green/Cycle:	0.22	0.00	0.22	0.22	0.22	0.00	0.00	0.26	0.26	0.52	0.78	0.00
Volume/Cap:	0.19	0.00	0.30	0.06	0.06	0.00	0.00	0.30	0.30	0.30	0.17	0.00
Delay/Veh:	31.9	0.0	33.0	30.8	30.8	0.0	0.0	30.0	30.0	13.9	2.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.9	0.0	33.0	30.8	30.8	0.0	0.0	30.0	30.0	13.9	2.9	0.0
LOS by Move:	C	A	C	C	C	A	A	C	C	B	A	A
HCM2kAvgQ:	2	0	3	1	1	0	0	3	3	5	2	0

Note: Queue reported is the number of cars per lane.

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                  Huntington Beach Traffic Impact Analysis
                   Cumulative (2020) + Project AM (Alt 4)
-------------------------------------------------------------------------------
                       Level Of Service Computation Report
                 2000 HCM Operations Method (Future Volume Alternative)
*******************************************************************************
Intersection #23 Beach Blvd / Atlanta Ave
*******************************************************************************
Cycle (sec):         120                 Critical Vol./Cap.(X):          0.372
Loss Time (sec):       0 (Y+R=4.0 sec)   Average Delay (sec/veh):         22.8
Optimal Cycle:        30                 Level Of Service:                  C
*******************************************************************************
Street Name:            Beach Blvd                    Atlanta Ave
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:          Permitted        Permitted        Protected        Protected
Rights:             Include          Include          Include          Include
Min. Green:     0    0    0     0    0    0     0    0    0     0    0    0
Lanes:        0  1  2  1  0    1  0  2  1  0    1  0  2  0  1    1  0  2  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      10  320   60   170  610  110    50  140   30    60  250  170
Growth Adj:  1.13 1.13 1.13  1.13 1.13 1.13  1.13 1.13 1.13  1.13 1.13 1.13
Initial Bse:   11  361   68   192  687  124    56  158   34    68  282  192
Added Vol:      0  110   12     0  151   37    51   58    0    15   68    0
PasserByVol:    0    0    0     0    0    0     0    0    0     0    0    0
Initial Fut:   11  471   80   192  838  161   107  216   34    83  350  192
User Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:    11  471   80   192  838  161   107  216   34    83  350  192
Reduct Vol:     0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:   11  471   80   192  838  161   107  216   34    83  350  192
PCE Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
FinalVolume:   11  471   80   192  838  161   107  216   34    83  350  192
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1700 1700 1700  1700 1700 1700  1700 1700 1700  1700 1700 1700
Adjustment:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Lanes:       0.08 3.35 0.57  1.00 2.52 0.48  1.00 2.00 1.00  1.00 2.00 1.00
Final Sat.:   136 5699  964  1700 4279  821  1700 3400 1700  1700 3400 1700
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.08 0.08 0.08  0.11 0.20 0.20  0.06 0.06 0.02  0.05 0.10 0.11
Crit Moves:                       ****           ****                 ****
Green/Cycle: 0.53 0.53 0.53  0.53 0.53 0.53  0.17 0.27 0.27  0.21 0.30 0.30
Volume/Cap:  0.16 0.16 0.16  0.21 0.37 0.37  0.37 0.24 0.07  0.24 0.34 0.37
Delay/Veh:   14.6 14.6 14.6  15.2 16.8 16.8  44.9 34.5 32.9  40.2 32.7 33.3
User DelAdj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh:  14.6 14.6 14.6  15.2 16.8 16.8  44.9 34.5 32.9  40.2 32.7 33.3
LOS by Move:    B    B    B     B    B    B     D    C    C     D    C    C
HCM2kAvgQ:      3    3    3     4    7    7     4    3    1     3    5    6
*******************************************************************************
Note: Queue reported is the number of cars per lane.
*******************************************************************************

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                  Huntington Beach Traffic Impact Analysis
                   Cumulative (2020) + Project AM (Alt 4)
-------------------------------------------------------------------------------
                     Level Of Service Computation Report
            2000 HCM Operations Method (Future Volume Alternative)
*******************************************************************************
Intersection #24 Beach Blvd / Pacific View Ave
*******************************************************************************
Cycle (sec):          120                Critical Vol./Cap.(X):          0.284
Loss Time (sec):        0 (Y+R=4.0 sec)  Average Delay (sec/veh):          9.9
Optimal Cycle:         32                Level Of Service:                    A
*******************************************************************************
Street Name:              Beach Blvd                  Pacific View Ave
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Protected        Protected        Protected        Protected
Rights:            Include          Include          Include          Include
Min. Green:      0    0    0      0    0    0      0    0    0      0    0    0
Lanes:         1  0  3  0  0    1  0  2  1  0    1  0  0  0  1    0  0  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       30  350    0      0  680   60     50    0   30      0    0    0
Growth Adj:   1.13 1.13 1.13   1.13 1.13 1.13   1.13 1.13 1.13   1.13 1.13 1.13
Initial Bse:    34  394    0      0  766   68     56    0   34      0    0    0
Added Vol:       0   63    0      0   79   86     59    0    0      0    0    0
PasserByVol:     0    0    0      0    0    0      0    0    0      0    0    0
Initial Fut:    34  457    0      0  845  154    115    0   34      0    0    0
User Adj:     1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
PHF Adj:      1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
PHF Volume:     34  457    0      0  845  154    115    0   34      0    0    0
Reduct Vol:      0    0    0      0    0    0      0    0    0      0    0    0
Reduced Vol:    34  457    0      0  845  154    115    0   34      0    0    0
PCE Adj:      1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
MLF Adj:      1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
FinalVolume:    34  457    0      0  845  154    115    0   34      0    0    0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:     1700 1700 1700   1700 1700 1700   1700 1700 1700   1700 1700 1700
Adjustment:   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
Lanes:        1.00 3.00 0.00   1.00 2.54 0.46   1.00 0.00 1.00   0.00 0.00 0.00
Final Sat.:   1700 5100    0   1700 4316  784   1700    0 1700      0    0    0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:      0.02 0.09 0.00   0.00 0.20 0.20   0.07 0.00 0.02   0.00 0.00 0.00
Crit Moves:   ****             ****             ****
Green/Cycle:  0.07 0.76 0.00   0.00 0.69 0.69   0.24 0.00 0.24   0.00 0.00 0.00
Volume/Cap:   0.28 0.12 0.00   0.00 0.28 0.28   0.28 0.00 0.08   0.00 0.00 0.00
Delay/Veh:    54.2  3.8  0.0    0.0  7.2  7.2   37.6  0.0 35.5    0.0  0.0  0.0
User DelAdj:  1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
AdjDel/Veh:   54.2  3.8  0.0    0.0  7.2  7.2   37.6  0.0 35.5    0.0  0.0  0.0
LOS by Move:     D    A    A      A    A    A     D    A    D      A    A    A
HCM2kAvgQ:       1    1    0      0    5    5     4    0    1      0    0    0
*******************************************************************************
Note: Queue reported is the number of cars per lane.
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Huntington Beach Traffic Impact Analysis
Cumulative Conditions (Year 2020) with Project PM

Scenario Report

Scenario:	Cumulative (2020) + Project PM (Alt 4)
Command:	Cumulative (2020) + Project PM (Alt 4)
Volume:	Existing PM
Geometry:	Existing
Impact Fee:	Default Impact Fee
Trip Generation:	Approved with Project PM
Trip Distribution:	Project
Paths:	Default Path
Routes:	Default Route
Configuration:	Cumulative (2020) + Project (Alt 4)

Huntington Beach Traffic Impact Analysis
Cumulative Conditions (Year 2020) with Project PM

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Pacific Coast Hwy / Warner Ave	C	25.3	0.703	C	25.7	0.748	+ 0.392 D/V
# 2 Pacific Coast Hwy / Seapoint A	B	14.9	0.722	B	15.1	0.771	+ 0.185 D/V
# 3 Pacific Coast Hwy / Goldenwest	C	23.6	0.779	C	25.3	0.837	+ 1.688 D/V
# 4 Pacific Coast Hwy / 17th St	B	10.1	0.626	A	9.8	0.693	-0.267 D/V
# 5 Pacific Coast Hwy / 9th St	A	2.8	0.557	A	2.9	0.628	+ 0.090 D/V
# 6 Pacific Coast Hwy / 6th St	C	23.4	0.601	C	27.4	0.735	+ 4.042 D/V
# 7 Pacific Coast Hwy / Main St	C	20.8	0.548	C	26.4	0.697	+ 5.631 D/V
# 8 Pacific Coast Hwy / 1st St	C	26.3	0.645	D	35.4	0.836	+ 9.117 D/V
# 9 Pacific Coast Hwy / Huntington	A	8.6	0.593	A	9.8	0.663	+ 1.212 D/V
# 10 Pacific Coast Hwy / Beach Blvd	B	19.9	0.752	C	24.9	0.856	+ 5.010 D/V
# 11 Pacific Coast Hwy / Newland S	B	11.7	0.648	B	11.2	0.697	-0.479 D/V
# 12 Pacific Coast Hwy / Magnolia S	B	10.7	0.680	B	10.4	0.730	-0.313 D/V
# 13 Pacific Coast Hwy / Brookhurst	B	18.8	0.706	B	18.1	0.755	-0.628 D/V
# 14 Main St / Yorktown Ave	C	28.4	0.490	C	29.1	0.554	+ 0.766 D/V
# 15 Main St / 17 th St	B	11.3	0.292	A	9.6	0.341	-1.748 D/V
# 16 Main St / Adams Ave	B	17.3	0.583	B	18.9	0.700	+ 1.552 D/V
# 17 Main St / Walnut Ave	A	9.0	0.314	B	13.1	0.554	+ 0.240 V/C
# 18 Main St / Olive Ave	A	9.0	0.295	B	11.5	0.431	+ 0.135 V/C
# 19 Main St / 6th St	B	13.4	0.186	B	13.4	0.356	-0.082 D/V
# 20 Lake St / 6th St	A	9.5	0.262	B	10.9	0.396	+ 0.134 V/C
# 21 Lake St / Orange Ave	B	11.2	0.516	C	23.2	0.866	+ 0.350 V/C
# 22 1st St / Orange Ave & Atlanta	C	21.2	0.328	C	21.6	0.416	+ 0.409 D/V
# 23 Beach Blvd / Atlanta Ave	C	22.5	0.371	C	24.8	0.432	+ 2.378 D/V
# 24 Beach Blvd / Pacific View Ave	A	8.5	0.265	B	12.9	0.347	+ 4.449 D/V

Huntington Beach Traffic Impact Analysis
Cumulative Conditions (Year 2020) with Project PM

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in

Huntington Beach Traffic Impact Analysis
Cumulative Conditions (Year 2020) with Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #1 Pacific Coast Hwy / Warner Ave

Cycle (sec): 120 Critical Vol./Cap.(X): 0.748
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 25.7
Optimal Cycle: 91 Level Of Service: C

Street Name:	Pacific Coast Hwy						Warner Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2	0 1	2	0 1	1 0	1	0 0	1 0	2	0 1	0 2
Volume Module:												
Base Vol:	20	1190	320	300	1150	30	30	110	40	330	70	550
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	23	1341	361	338	1296	34	34	124	45	372	79	620
Added Vol:	0	129	27	0	128	0	0	0	0	26	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	23	1470	388	338	1424	34	34	124	45	398	79	620
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	23	1470	388	338	1424	34	34	124	45	398	79	620
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	1470	388	338	1424	34	34	124	45	398	79	620
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	23	1470	388	338	1424	34	34	124	45	398	79	620
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	2.00	1.95	0.05	1.00	0.73	0.27	2.00	1.00	2.00
Final Sat.:	1700	3400	1700	3400	3321	79	1700	1247	453	3400	1700	3400
Capacity Analysis Module:												
Vol/Sat:	0.01	0.43	0.23	0.10	0.43	0.43	0.02	0.10	0.10	0.12	0.05	0.18
Crit Moves:		****		****				****		****		
Green/Cycle:	0.02	0.58	0.58	0.13	0.69	0.69	0.06	0.13	0.13	0.16	0.23	0.37
Volume/Cap:	0.62	0.75	0.39	0.75	0.62	0.62	0.36	0.75	0.75	0.75	0.20	0.50
Delay/Veh:	87.2	20.5	14.1	56.9	10.7	10.7	56.8	63.0	63.0	54.2	37.2	29.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	87.2	20.5	14.1	56.9	10.7	10.7	56.8	63.0	63.0	54.2	37.2	29.8
LOS by Move:	F	C	B	E	B	B	E	E	E	D	D	C
HCM2kAvgQ:	2	21	8	8	15	15	2	8	8	9	2	9

Note: Queue reported is the number of cars per lane.

Huntington Beach Traffic Impact Analysis
Cumulative Conditions (Year 2020) with Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #2 Pacific Coast Hwy / Seapoint Ave

Cycle (sec):	120	Critical Vol./Cap.(X):	0.771
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	15.1
Optimal Cycle:	100	Level Of Service:	B

Street Name:	Pacific Coast Hwy						Seapoint Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1 1	0	1 0	2 0	0	0 0	0 0	0	2 0	0 0	1
Volume Module:												
Base Vol:	0	1350	70	210	1370	0	0	0	0	40	0	170
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	0	1521	79	237	1544	0	0	0	0	45	0	192
Added Vol:	0	156	9	0	153	0	0	0	0	9	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1677	88	237	1697	0	0	0	0	54	0	192
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1677	88	237	1697	0	0	0	0	54	0	192
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1677	88	237	1697	0	0	0	0	54	0	192
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1677	88	237	1697	0	0	0	0	54	0	192
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.90	0.10	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3231	169	1700	3400	0	0	0	0	3400	0	1700
Capacity Analysis Module:												
Vol/Sat:	0.00	0.52	0.52	0.14	0.50	0.00	0.00	0.00	0.00	0.02	0.00	0.11
Crit Moves:		****		****								****
Green/Cycle:	0.00	0.67	0.67	0.18	0.85	0.00	0.00	0.00	0.00	0.15	0.00	0.15
Volume/Cap:	0.00	0.77	0.77	0.77	0.58	0.00	0.00	0.00	0.00	0.11	0.00	0.77
Delay/Veh:	0.0	15.0	15.0	58.2	2.9	0.0	0.0	0.0	0.0	44.5	0.0	63.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	15.0	15.0	58.2	2.9	0.0	0.0	0.0	0.0	44.5	0.0	63.1
LOS by Move:	A	B	B	E	A	A	A	A	A	D	A	E
HCM2kAvgQ:	0	23	23	10	10	0	0	0	0	1	0	9

Note: Queue reported is the number of cars per lane.

Huntington Beach Traffic Impact Analysis
Cumulative Conditions (Year 2020) with Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #3 Pacific Coast Hwy / Goldenwest St

Cycle (sec):	120	Critical Vol./Cap.(X):	0.837
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	25.3
Optimal Cycle:	140	Level Of Service:	C

Street Name:	Pacific Coast Hwy						Goldenwest St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	2 0	0	0 0	0 0	0	1 0	0 0	1
Volume Module:												
Base Vol:	10	1250	220	320	1060	0	0	0	0	190	0	230
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	11	1409	248	361	1194	0	0	0	0	214	0	259
Added Vol:	0	165	63	0	162	0	0	0	0	62	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	11	1574	311	361	1356	0	0	0	0	276	0	259
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	11	1574	311	361	1356	0	0	0	0	276	0	259
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	1574	311	361	1356	0	0	0	0	276	0	259
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	11	1574	311	361	1356	0	0	0	0	276	0	259
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	1700	3400	1700	1700	3400	0	0	0	0	1700	0	1700
Capacity Analysis Module:												
Vol/Sat:	0.01	0.46	0.18	0.21	0.40	0.00	0.00	0.00	0.00	0.16	0.00	0.15
Crit Moves:		****		****						****		
Green/Cycle:	0.01	0.55	0.55	0.25	0.79	0.00	0.00	0.00	0.00	0.19	0.00	0.19
Volume/Cap:	0.50	0.84	0.33	0.84	0.50	0.00	0.00	0.00	0.00	0.84	0.00	0.79
Delay/Veh:	75.8	25.8	14.9	55.9	4.4	0.0	0.0	0.0	0.0	63.4	0.0	57.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	75.8	25.8	14.9	55.9	4.4	0.0	0.0	0.0	0.0	63.4	0.0	57.8
LOS by Move:	E	C	B	E	A	A	A	A	A	E	A	E
HCM2kAvgQ:	1	26	6	15	9	0	0	0	0	12	0	11

Note: Queue reported is the number of cars per lane.

Huntington Beach Traffic Impact Analysis
Cumulative Conditions (Year 2020) with Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #4 Pacific Coast Hwy / 17th St

Cycle (sec): 120 Critical Vol./Cap.(X): 0.693
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 9.8
Optimal Cycle: 74 Level Of Service: A

Street Name:	Pacific Coast Hwy						17th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2	0 1	1 0	2	0 0	0 0	0	0 0	1 0	0	0 1
Volume Module:												
Base Vol:	0	1390	70	160	1110	0	0	0	0	50	0	90
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	0	1566	79	180	1251	0	0	0	0	56	0	101
Added Vol:	0	228	8	0	225	0	0	0	0	6	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1794	87	180	1476	0	0	0	0	62	0	101
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1794	87	180	1476	0	0	0	0	62	0	101
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1794	87	180	1476	0	0	0	0	62	0	101
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1794	87	180	1476	0	0	0	0	62	0	101
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3400	1700	1700	3400	0	0	0	0	1700	0	1700
Capacity Analysis Module:												
Vol/Sat:	0.00	0.53	0.05	0.11	0.43	0.00	0.00	0.00	0.00	0.04	0.00	0.06
Crit Moves:		****		****								****
Green/Cycle:	0.00	0.76	0.76	0.15	0.91	0.00	0.00	0.00	0.00	0.09	0.00	0.09
Volume/Cap:	0.00	0.69	0.07	0.69	0.47	0.00	0.00	0.00	0.00	0.43	0.00	0.69
Delay/Veh:	0.0	8.1	3.6	56.0	0.9	0.0	0.0	0.0	0.0	54.0	0.0	66.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	8.1	3.6	56.0	0.9	0.0	0.0	0.0	0.0	54.0	0.0	66.7
LOS by Move:	A	A	A	E	A	A	A	A	A	D	A	E
HCM2kAvgQ:	0	17	1	8	5	0	0	0	0	3	0	5

Note: Queue reported is the number of cars per lane.

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Cumulative (2020) + ProjectWed Apr 8, 2009 13:47:01                    Page 7-1
-------------------------------------------------------------------------------
                  Huntington Beach Traffic Impact Analysis
              Cumulative Conditions (Year 2020) with Project PM
-------------------------------------------------------------------------------
                       Level Of Service Computation Report
              2000 HCM Operations Method (Future Volume Alternative)
*******************************************************************************
Intersection #5 Pacific Coast Hwy / 9th St
*******************************************************************************
Cycle (sec):         120                 Critical Vol./Cap.(X):          0.628
Loss Time (sec):       0 (Y+R=4.0 sec)   Average Delay (sec/veh):          2.9
Optimal Cycle:        61                 Level Of Service:                  A
*******************************************************************************
Street Name:         Pacific Coast Hwy                      9th St
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Protected        Protected        Protected        Protected
Rights:            Include          Include          Include          Include
Min. Green:      0    0    0      0    0    0      0    0    0      0    0    0
Lanes:         0  0  2  0  1    1  0  2  0  0    0  0  0  0  0    1  0  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:        0 1540   30     20 1150    0      0    0    0     50    0   20
Growth Adj:   1.13 1.13 1.13   1.13 1.13 1.13   1.13 1.13 1.13   1.13 1.13 1.13
Initial Bse:     0 1735   34     23 1296    0      0    0    0     56    0   23
Added Vol:       0  237    4      0  231    0      0    0    0      3    0    0
PasserByVol:     0    0    0      0    0    0      0    0    0      0    0    0
Initial Fut:     0 1972   38     23 1527    0      0    0    0     59    0   23
User Adj:     1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
PHF Adj:      1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
PHF Volume:      0 1972   38     23 1527    0      0    0    0     59    0   23
Reduct Vol:      0    0    0      0    0    0      0    0    0      0    0    0
Reduced Vol:     0 1972   38     23 1527    0      0    0    0     59    0   23
PCE Adj:      1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
MLF Adj:      1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
FinalVolume:     0 1972   38     23 1527    0      0    0    0     59    0   23
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:     1700 1700 1700   1700 1700 1700   1700 1700 1700   1700 1700 1700
Adjustment:   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
Lanes:        0.00 2.00 1.00   1.00 2.00 0.00   0.00 0.00 0.00   1.00 0.00 1.00
Final Sat.:      0 3400 1700   1700 3400    0      0    0    0   1700    0 1700
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:      0.00 0.58 0.02   0.01 0.45 0.00   0.00 0.00 0.00   0.03 0.00 0.01
Crit Moves:        ****        ****                              ****
Green/Cycle: 0.00 0.92 0.92   0.02 0.94 0.00   0.00 0.00 0.00   0.06 0.00 0.06
Volume/Cap:  0.00 0.63 0.02   0.63 0.48 0.00   0.00 0.00 0.00   0.63 0.00 0.24
Delay/Veh:    0.0  1.3  0.4   88.8  0.4  0.0    0.0  0.0  0.0   68.2  0.0 55.5
User DelAdj: 1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
AdjDel/Veh:   0.0  1.3  0.4   88.8  0.4  0.0    0.0  0.0  0.0   68.2  0.0 55.5
LOS by Move:    A    A    A     F    A    A      A    A    A     E    A    E
HCM2kAvgQ:      0    8    0     2    3    0      0    0    0     3    0    1
*******************************************************************************
Note: Queue reported is the number of cars per lane.
*******************************************************************************

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Cumulative (2020) + ProjectWed Apr 8, 2009 13:47:01                    Page 8-1
-------------------------------------------------------------------------------
                  Huntington Beach Traffic Impact Analysis
              Cumulative Conditions (Year 2020) with Project PM
-------------------------------------------------------------------------------
                      Level Of Service Computation Report
             2000 HCM Operations Method (Future Volume Alternative)
*******************************************************************************
Intersection #6 Pacific Coast Hwy / 6th St
*******************************************************************************
Cycle (sec):          120                Critical Vol./Cap.(X):          0.735
Loss Time (sec):       30 (Y+R=4.0 sec)  Average Delay (sec/veh):         27.4
Optimal Cycle:        107                Level Of Service:                  C
*******************************************************************************
Street Name:         Pacific Coast Hwy                    6th St
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Protected        Protected         Permitted        Permitted
Rights:            Include          Include           Include          Include
Min. Green:      0    0    0      0    0    0      0    0    0      0    0    0
Lanes:         1  0  2  1  0    1  0  2  1  0    0  0  1! 0  0    1  0  0  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       40 1360   50     80 1030   30     40   20   70     40   30   70
Growth Adj:   1.13 1.13 1.13   1.13 1.13 1.13   1.13 1.13 1.13   1.13 1.13 1.13
Initial Bse:    45 1532   56     90 1161   34     45   23   79     45   34   79
Added Vol:       0  183   75     61  173    0      0    0    0     70    0   58
PasserByVol:     0    0    0      0    0    0      0    0    0      0    0    0
Initial Fut:    45 1715  131    151 1334   34     45   23   79    115   34  137
User Adj:     1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
PHF Adj:      1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
PHF Volume:     45 1715  131    151 1334   34     45   23   79    115   34  137
Reduct Vol:      0    0    0      0    0    0      0    0    0      0    0    0
Reduced Vol:    45 1715  131    151 1334   34     45   23   79    115   34  137
PCE Adj:      1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
MLF Adj:      1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
FinalVolume:    45 1715  131    151 1334   34     45   23   79    115   34  137
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:     1700 1700 1700   1700 1700 1700   1700 1700 1700   1700 1700 1700
Adjustment:   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
Lanes:        1.00 2.79 0.21   1.00 2.93 0.07   0.31 0.15 0.54   1.00 0.20 0.80
Final Sat.:   1700 4737  363   1700 4974  126    523  262  915   1700  337 1363
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:      0.03 0.36 0.36   0.09 0.27 0.27   0.09 0.09 0.09   0.07 0.10 0.10
Crit Moves:       ****        ****                                   ****
Green/Cycle:  0.06 0.49 0.49   0.12 0.56 0.56   0.14 0.14 0.14   0.14 0.14 0.14
Volume/Cap:   0.48 0.74 0.74   0.74 0.48 0.48   0.63 0.63 0.63   0.50 0.74 0.74
Delay/Veh:    58.9 25.4 25.4   63.8 16.1 16.1   54.5 54.5 54.5   49.6 61.3 61.3
User DelAdj:  1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
AdjDel/Veh:   58.9 25.4 25.4   63.8 16.1 16.1   54.5 54.5 54.5   49.6 61.3 61.3
LOS by Move:    E    C    C     E    B    B     D    D    D     D    E    E
HCM2kAvgQ:      2   19   19     7   10   10     6    6    6     4    8    8
*******************************************************************************
Note: Queue reported is the number of cars per lane.
*******************************************************************************

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Huntington Beach Traffic Impact Analysis
Cumulative Conditions (Year 2020) with Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #7 Pacific Coast Hwy / Main St

Cycle (sec):	120	Critical Vol./Cap.(X):	0.697
Loss Time (sec):	30 (Y+R=4.0 sec)	Average Delay (sec/veh):	26.4
Optimal Cycle:	101	Level Of Service:	C

Street Name:	Pacific Coast Hwy						Main St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 0	1	1 0	3 0	0	0 0	0 0	0	1 0	0 0	1
Volume Module:												
Base Vol:	40	1320	130	90	1040	0	0	0	0	90	0	90
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	45	1487	146	101	1172	0	0	0	0	101	0	101
Added Vol:	0	194	52	61	183	0	0	0	0	54	0	64
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	45	1681	198	162	1355	0	0	0	0	155	0	165
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	45	1681	198	162	1355	0	0	0	0	155	0	165
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	1681	198	162	1355	0	0	0	0	155	0	165
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	45	1681	198	162	1355	0	0	0	0	155	0	165
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	1700	5100	1700	1700	5100	0	0	0	0	1700	0	1700
Capacity Analysis Module:												
Vol/Sat:	0.03	0.33	0.12	0.10	0.27	0.00	0.00	0.00	0.00	0.09	0.00	0.10
Crit Moves:		****		****								****
Green/Cycle:	0.06	0.47	0.47	0.14	0.55	0.00	0.00	0.00	0.00	0.14	0.00	0.14
Volume/Cap:	0.48	0.70	0.25	0.70	0.48	0.00	0.00	0.00	0.00	0.65	0.00	0.70
Delay/Veh:	58.8	25.7	19.0	58.3	16.3	0.0	0.0	0.0	0.0	55.3	0.0	57.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	58.8	25.7	19.0	58.3	16.3	0.0	0.0	0.0	0.0	55.3	0.0	57.9
LOS by Move:	E	C	B	E	B	A	A	A	A	E	A	E
HCM2kAvgQ:	2	17	4	7	10	0	0	0	0	7	0	7

Note: Queue reported is the number of cars per lane.

Huntington Beach Traffic Impact Analysis
Cumulative Conditions (Year 2020) with Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #8 Pacific Coast Hwy / 1st St

Cycle (sec):	120	Critical Vol./Cap.(X):	0.836
Loss Time (sec):	30 (Y+R=4.0 sec)	Average Delay (sec/veh):	35.4
Optimal Cycle:	129	Level Of Service:	D

Street Name:	Pacific Coast Hwy						1st St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2	1 0	1 0	2	1 0	1 1	0	0 1	1 1	0	0 2
Volume Module:												
Base Vol:	50	1430	70	100	1000	20	60	40	60	110	30	50
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	56	1611	79	113	1127	23	68	45	68	124	34	56
Added Vol:	0	126	110	112	124	0	0	0	0	106	0	119
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	56	1737	189	225	1251	23	68	45	68	230	34	175
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	56	1737	189	225	1251	23	68	45	68	230	34	175
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	56	1737	189	225	1251	23	68	45	68	230	34	175
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	56	1737	189	225	1251	23	68	45	68	230	34	175
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.71	0.29	1.00	2.95	0.05	1.20	0.80	1.00	1.74	0.26	2.00
Final Sat.:	1700	4600	500	1700	5010	90	2040	1360	1700	2964	436	3400
Capacity Analysis Module:												
Vol/Sat:	0.03	0.38	0.38	0.13	0.25	0.25	0.03	0.03	0.04	0.08	0.08	0.05
Crit Moves:		****		****					****	****		
Green/Cycle:	0.07	0.45	0.45	0.16	0.54	0.54	0.05	0.05	0.05	0.09	0.09	0.09
Volume/Cap:	0.46	0.84	0.84	0.84	0.46	0.46	0.70	0.70	0.84	0.84	0.84	0.56
Delay/Veh:	56.3	31.8	31.8	68.9	17.2	17.2	68.8	68.8	106.7	70.9	70.9	54.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.3	31.8	31.8	68.9	17.2	17.2	68.8	68.8	106.7	70.9	70.9	54.3
LOS by Move:	E	C	C	E	B	B	E	E	F	E	E	D
HCM2kAvgQ:	3	23	23	10	10	10	3	3	4	7	7	4

Note: Queue reported is the number of cars per lane.

Huntington Beach Traffic Impact Analysis
Cumulative Conditions (Year 2020) with Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #9 Pacific Coast Hwy / Huntington St

Cycle (sec): 120 Critical Vol./Cap.(X): 0.663
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 9.8
Optimal Cycle: 55 Level Of Service: A

Street Name:	Pacific Coast Hwy						Huntington St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	1	0 2	0 1	0	1 0	1 0	1	1 0	0 1
Volume Module:												
Base Vol:	40	1520	70	50	1060	10	40	50	80	10	30	30
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	45	1713	79	56	1194	11	45	56	90	11	34	34
Added Vol:	0	236	134	0	230	0	0	0	0	145	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	45	1949	213	56	1424	11	45	56	90	156	34	34
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	45	1949	213	56	1424	11	45	56	90	156	34	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	1949	213	56	1424	11	45	56	90	156	34	34
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	45	1949	213	56	1424	11	45	56	90	156	34	34
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.47	0.59	0.94	1.64	0.36	1.00
Final Sat.:	1700	3400	1700	1700	3400	1700	800	1000	1600	2795	605	1700
Capacity Analysis Module:												
Vol/Sat:	0.03	0.57	0.13	0.03	0.42	0.01	0.06	0.06	0.06	0.06	0.06	0.02
Crit Moves:		****		****				****				
Green/Cycle:	0.05	0.86	0.86	0.05	0.86	0.86	0.09	0.09	0.09	0.09	0.09	0.09
Volume/Cap:	0.49	0.66	0.14	0.66	0.49	0.01	0.66	0.66	0.66	0.66	0.66	0.23
Delay/Veh:	59.1	3.1	1.3	73.9	2.1	1.2	58.9	58.9	58.9	58.7	58.7	52.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	59.1	3.1	1.3	73.9	2.1	1.2	58.9	58.9	58.9	58.7	58.7	52.1
LOS by Move:	E	A	A	E	A	A	E	E	E	E	E	D
HCM2kAvgQ:	2	12	1	3	7	0	5	5	5	5	5	1

Note: Queue reported is the number of cars per lane.

Huntington Beach Traffic Impact Analysis
Cumulative Conditions (Year 2020) with Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #10 Pacific Coast Hwy / Beach Blvd

Cycle (sec):	120	Critical Vol./Cap.(X):	0.856		
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	24.9		
Optimal Cycle:	158	Level Of Service:	C		

Street Name:	Pacific Coast Hwy						Beach Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ignore			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1	2 0	1 0	1
Volume Module:												
Base Vol:	40	1380	750	190	1010	30	20	50	30	340	50	110
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	45	1555	845	214	1138	34	23	56	34	383	56	124
Added Vol:	0	250	0	119	255	0	0	0	0	0	0	120
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	45	1805	845	333	1393	34	23	56	34	383	56	244
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	45	1805	845	333	1393	34	23	56	0	383	56	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	1805	845	333	1393	34	23	56	0	383	56	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	45	1805	845	333	1393	34	23	56	0	383	56	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00
Final Sat.:	1700	3400	1700	1700	3400	1700	1700	3400	1700	3400	1700	1700
Capacity Analysis Module:												
Vol/Sat:	0.03	0.53	0.50	0.20	0.41	0.02	0.01	0.02	0.00	0.11	0.03	0.00
Crit Moves:		****		****				****		****		
Green/Cycle:	0.05	0.62	0.62	0.23	0.80	0.80	0.04	0.02	0.00	0.13	0.11	0.00
Volume/Cap:	0.51	0.86	0.80	0.86	0.51	0.02	0.31	0.86	0.00	0.86	0.31	0.00
Delay/Veh:	60.6	22.2	21.7	61.2	4.3	2.5	58.1	122	0.0	65.9	50.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	60.6	22.2	21.7	61.2	4.3	2.5	58.1	122	0.0	65.9	50.3	0.0
LOS by Move:	E	C	C	E	A	A	E	F	A	E	D	A
HCM2kAvgQ:	2	29	25	14	9	0	1	3	0	10	2	0

Note: Queue reported is the number of cars per lane.

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Cumulative (2020) + ProjectWed Apr 8, 2009 13:47:01                    Page 13-1
-------------------------------------------------------------------------------
                  Huntington Beach Traffic Impact Analysis
              Cumulative Conditions (Year 2020) with Project PM
-------------------------------------------------------------------------------
                      Level Of Service Computation Report
            2000 HCM Operations Method (Future Volume Alternative)
*******************************************************************************
Intersection #11 Pacific Coast Hwy /  Newland St
*******************************************************************************
Cycle (sec):         120                 Critical Vol./Cap.(X):          0.697
Loss Time (sec):       0 (Y+R=4.0 sec)   Average Delay (sec/veh):         11.2
Optimal Cycle:        75                 Level Of Service:                  B
*******************************************************************************
Street Name:         Pacific Coast Hwy                  Newland St
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Protected        Protected       Split Phase      Split Phase
Rights:            Include          Include          Include          Include
Min. Green:      0    0    0      0    0    0      0    0    0      0    0    0
Lanes:         1  0  3  0  1    1  0  3  0  1    0  1  0  1  0    0  1  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:        0 2080  270   150 1150   10     0   10    0   100    0  130
Growth Adj:   1.13 1.13 1.13  1.13 1.13 1.13  1.13 1.13 1.13  1.13 1.13 1.13
Initial Bse:     0 2344  304   169 1296   11     0   11    0   113    0  146
Added Vol:       0  250    0     0  255    0     0    0    0     0    0    0
PasserByVol:     0    0    0     0    0    0     0    0    0     0    0    0
Initial Fut:     0 2594  304   169 1551   11     0   11    0   113    0  146
User Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:      1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:      0 2594  304   169 1551   11     0   11    0   113    0  146
Reduct Vol:      0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:     0 2594  304   169 1551   11     0   11    0   113    0  146
PCE Adj:      1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:      1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
FinalVolume:     0 2594  304   169 1551   11     0   11    0   113    0  146
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:     1700 1700 1700  1700 1700 1700  1700 1700 1700  1700 1700 1700
Adjustment:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Lanes:        1.00 3.00 1.00  1.00 3.00 1.00  0.00 2.00 0.00  1.00 0.00 1.00
Final Sat.:   1700 5100 1700  1700 5100 1700     0 3400    0  1700    0 1700
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:      0.00 0.51 0.18  0.10 0.30 0.01  0.00 0.00 0.00  0.07 0.00 0.09
Crit Moves:       ****       ****                 ****                    ****
Green/Cycle:  0.00 0.73 0.73  0.14 0.87 0.87  0.00 0.00 0.00  0.12 0.00 0.12
Volume/Cap:   0.00 0.70 0.25  0.70 0.35 0.01  0.00 0.70 0.00  0.54 0.00 0.70
Delay/Veh:     0.0  9.6  5.5  57.6  1.5  1.0   0.0  144  0.0  52.1  0.0 60.3
User DelAdj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh:    0.0  9.6  5.5  57.6  1.5  1.0   0.0  144  0.0  52.1  0.0 60.3
LOS by Move:     A    A    A    E    A    A     A    F    A    D    A    E
HCM2kAvgQ:       0   18    4    7    4    0     0    1    0    5    0    7
*******************************************************************************
Note: Queue reported is the number of cars per lane.
*******************************************************************************

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Huntington Beach Traffic Impact Analysis
Cumulative Conditions (Year 2020) with Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #12 Pacific Coast Hwy / Magnolia St

Cycle (sec):	120	Critical Vol./Cap.(X):	0.730	
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	10.4	
Optimal Cycle:	84	Level Of Service:	B	

Street Name:	Pacific Coast Hwy						Magnolia St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3	0 1	1 0	3	0 1	1 0	0 1	0	1 1	0	0 1
Volume Module:												
Base Vol:	30	2390	180	120	1070	30	20	30	10	70	30	70
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	34	2693	203	135	1206	34	23	34	11	79	34	79
Added Vol:	0	250	0	0	255	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	34	2943	203	135	1461	34	23	34	11	79	34	79
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	34	2943	203	135	1461	34	23	34	11	79	34	79
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	2943	203	135	1461	34	23	34	11	79	34	79
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	34	2943	203	135	1461	34	23	34	11	79	34	79
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	0.75	0.25	1.40	0.60	1.00
Final Sat.:	1700	5100	1700	1700	5100	1700	1700	1275	425	2380	1020	1700
Capacity Analysis Module:												
Vol/Sat:	0.02	0.58	0.12	0.08	0.29	0.02	0.01	0.03	0.03	0.03	0.03	0.05
Crit Moves:		****		****				****				****
Green/Cycle:	0.06	0.79	0.79	0.11	0.84	0.84	0.04	0.04	0.04	0.06	0.06	0.06
Volume/Cap:	0.34	0.73	0.15	0.73	0.34	0.02	0.36	0.73	0.73	0.52	0.52	0.73
Delay/Veh:	56.3	6.9	3.0	65.4	2.2	1.5	60.1	92.6	92.6	56.7	56.7	77.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.3	6.9	3.0	65.4	2.2	1.5	60.1	92.6	92.6	56.7	56.7	77.3
LOS by Move:	E	A	A	E	A	A	E	F	F	E	E	E
HCM2kAvgQ:	2	19	2	6	4	0	1	3	3	3	3	4

Note: Queue reported is the number of cars per lane.

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Cumulative (2020) + ProjectWed Apr 8, 2009 13:47:02                Page 15-1
-------------------------------------------------------------------------------
                  Huntington Beach Traffic Impact Analysis
              Cumulative Conditions (Year 2020) with Project PM
-------------------------------------------------------------------------------
                      Level Of Service Computation Report
             2000 HCM Operations Method (Future Volume Alternative)
*******************************************************************************
Intersection #13 Pacific Coast Hwy / Brookhurst St
*******************************************************************************
Cycle (sec):         120                 Critical Vol./Cap.(X):         0.755
Loss Time (sec):       0 (Y+R=4.0 sec)   Average Delay (sec/veh):        18.1
Optimal Cycle:        93                 Level Of Service:                 B
*******************************************************************************
Street Name:        Pacific Coast Hwy                  Brookhurst St
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected        Protected        Protected
Rights:           Include          Include          Include          Include
Min. Green:     0    0    0     0    0    0     0    0    0     0    0    0
Lanes:        1  0  3  0  1    1  0  3  0  1    1  0  0  1  0    2  0  1  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      20 2010   540   190 1240    10    20   40    30   270   30   140
Growth Adj:  1.13 1.13  1.13  1.13 1.13  1.13  1.13 1.13  1.13  1.13 1.13  1.13
Initial Bse:   23 2265   608   214 1397    11    23   45    34   304   34   158
Added Vol:      0  250     0     0  255     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   23 2515   608   214 1652    11    23   45    34   304   34   158
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    23 2515   608   214 1652    11    23   45    34   304   34   158
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   23 2515   608   214 1652    11    23   45    34   304   34   158
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   23 2515   608   214 1652    11    23   45    34   304   34   158
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1700 1700  1700  1700 1700  1700  1700 1700  1700  1700 1700  1700
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 3.00  1.00  1.00 3.00  1.00  1.00 0.57  0.43  2.00 1.00  1.00
Final Sat.:  1700 5100  1700  1700 5100  1700  1700  971   729  3400 1700  1700
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.01 0.49  0.36  0.13 0.32  0.01  0.01 0.05  0.05  0.09 0.02  0.09
Crit Moves:       ****        ****              ****        ****
Green/Cycle: 0.03 0.65  0.65  0.17 0.79  0.79  0.02 0.06  0.06  0.12 0.16  0.16
Volume/Cap:  0.41 0.75  0.55  0.75 0.41  0.01  0.59 0.75  0.75  0.75 0.13  0.59
Delay/Veh:   61.9 15.3  11.8  58.6  4.1   2.7  80.0 81.8  81.8  59.1 43.7  50.4
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:  61.9 15.3  11.8  58.6  4.1   2.7  80.0 81.8  81.8  59.1 43.7  50.4
LOS by Move:    E    B     B     E    A     A     E    F     F     E    D     D
HCM2kAvgQ:      1   22    12     9    6     0     2    5     5     7    1     6
*******************************************************************************
Note: Queue reported is the number of cars per lane.
*******************************************************************************

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Huntington Beach Traffic Impact Analysis
Cumulative Conditions (Year 2020) with Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #14 Main St / Yorktown Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.554	
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	29.1	
Optimal Cycle:	51	Level Of Service:	C	

Street Name:	Main St						Yorktown Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2	0 1	2 0	2	0 1	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	190	390	50	230	460	90	70	460	150	80	500	160
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	214	439	56	259	518	101	79	518	169	90	563	180
Added Vol:	11	105	50	0	105	0	0	2	10	54	1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	225	544	106	259	623	101	79	520	179	144	564	180
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	225	544	106	259	623	101	79	520	179	144	564	180
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	225	544	106	259	623	101	79	520	179	144	564	180
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	225	544	106	259	623	101	79	520	179	144	564	180
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	3400	1700	3400	3400	1700	1700	3400	1700	1700	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.13	0.16	0.06	0.08	0.18	0.06	0.05	0.15	0.11	0.08	0.17	0.11
Crit Moves:	****				****			****			****	
Green/Cycle:	0.24	0.39	0.39	0.18	0.33	0.33	0.09	0.28	0.28	0.15	0.34	0.34
Volume/Cap:	0.55	0.41	0.16	0.41	0.55	0.18	0.49	0.55	0.38	0.55	0.49	0.32
Delay/Veh:	35.0	22.6	20.2	36.5	28.0	23.9	45.5	31.6	29.8	41.8	26.8	25.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.0	22.6	20.2	36.5	28.0	23.9	45.5	31.6	29.8	41.8	26.8	25.0
LOS by Move:	D	C	C	D	C	C	D	C	C	D	C	C
HCM2kAvgQ:	7	6	2	4	8	2	3	7	5	5	7	4

Note: Queue reported is the number of cars per lane.

Huntington Beach Traffic Impact Analysis
Cumulative Conditions (Year 2020) with Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #15 Main St / 17 th St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.341	
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	9.6	
Optimal Cycle:	22	Level Of Service:	A	

Street Name:	Main St						17th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	0 0	1 1	1	1 0	0 1	0	1 0	0 0	0
Volume Module:												
Base Vol:	10	430	10	0	520	180	180	10	0	0	0	0
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	11	485	11	0	586	203	203	11	0	0	0	0
Added Vol:	0	165	0	0	169	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	11	650	11	0	755	203	203	11	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	11	650	11	0	755	203	203	11	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	650	11	0	755	203	203	11	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	11	650	11	0	755	203	203	11	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	0.00	2.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00
Final Sat.:	1700	3400	1700	0	3400	1700	1700	1700	0	1700	0	0
Capacity Analysis Module:												
Vol/Sat:	0.01	0.19	0.01	0.00	0.22	0.12	0.12	0.01	0.00	0.00	0.00	0.00
Crit Moves:					****		****					
Green/Cycle:	0.65	0.65	0.65	0.00	0.65	0.65	0.35	0.35	0.00	0.00	0.00	0.00
Volume/Cap:	0.01	0.29	0.01	0.00	0.34	0.18	0.34	0.02	0.00	0.00	0.00	0.00
Delay/Veh:	6.2	7.6	6.2	0.0	7.9	7.0	24.4	21.3	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	6.2	7.6	6.2	0.0	7.9	7.0	24.4	21.3	0.0	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	C	C	A	A	A	A
HCM2kAvgQ:	0	4	0	0	5	2	5	0	0	0	0	0

Note: Queue reported is the number of cars per lane.

Huntington Beach Traffic Impact Analysis
Cumulative Conditions (Year 2020) with Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #16 Main St / Adams Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.700	
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	18.9	
Optimal Cycle:	48	Level Of Service:	B	

Street Name:	Main St						Adams Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 1	0 1	1	0 1	0 1	0	1 0	0 1	0	1 0	0 1
Volume Module:												
Base Vol:	10	370	90	80	420	10	0	160	10	180	280	60
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	11	417	101	90	473	11	0	180	11	203	316	68
Added Vol:	0	165	28	0	169	0	0	0	0	29	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	11	582	129	90	642	11	0	180	11	232	316	68
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	11	582	129	90	642	11	0	180	11	232	316	68
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	582	129	90	642	11	0	180	11	232	316	68
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	11	582	129	90	642	11	0	180	11	232	316	68
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.42	0.58	1.00
Final Sat.:	1700	1700	1700	1700	1700	1700	0	1700	1700	720	980	1700
Capacity Analysis Module:												
Vol/Sat:	0.01	0.34	0.08	0.05	0.38	0.01	0.00	0.11	0.01	0.32	0.32	0.04
Crit Moves:					****						****	
Green/Cycle:	0.54	0.54	0.54	0.54	0.54	0.54	0.00	0.46	0.46	0.46	0.46	0.46
Volume/Cap:	0.01	0.63	0.14	0.10	0.70	0.01	0.00	0.23	0.01	0.70	0.70	0.09
Delay/Veh:	10.7	17.6	11.5	11.2	19.4	10.7	0.0	16.5	14.7	24.3	24.3	15.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.7	17.6	11.5	11.2	19.4	10.7	0.0	16.5	14.7	24.3	24.3	15.2
LOS by Move:	B	B	B	B	B	B	A	B	B	C	C	B
HCM2kAvgQ:	0	13	2	1	15	0	0	3	0	14	14	1

Note: Queue reported is the number of cars per lane.

Huntington Beach Traffic Impact Analysis
Cumulative Conditions (Year 2020) with Project PM

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #17 Main St / Walnut Ave

Cycle (sec):	0	Critical Vol./Cap.(X):	0.554
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	13.1
Optimal Cycle:	0	Level Of Service:	B

Street Name:	Main St						Walnut Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	10	150	60	30	120	20	10	30	20	30	40	30
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	11	169	68	34	135	23	11	34	23	34	45	34
Added Vol:	18	67	13	28	61	11	11	84	17	13	88	29
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	29	236	81	62	196	34	22	118	40	47	133	63
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	29	236	81	62	196	34	22	118	40	47	133	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	236	81	62	196	34	22	118	40	47	133	63
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	29	236	81	62	196	34	22	118	40	47	133	63
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.08	0.69	0.23	0.21	0.67	0.12	0.12	0.66	0.22	0.19	0.55	0.26
Final Sat.:	53	426	146	127	404	69	67	355	119	110	312	147
Capacity Analysis Module:												
Vol/Sat:	0.55	0.55	0.55	0.49	0.49	0.49	0.33	0.33	0.33	0.43	0.43	0.43
Crit Moves:		****			****			****			****	
Delay/Veh:	14.3	14.3	14.3	13.3	13.3	13.3	11.4	11.4	11.4	12.5	12.5	12.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.3	14.3	14.3	13.3	13.3	13.3	11.4	11.4	11.4	12.5	12.5	12.5
LOS by Move:	B	B	B	B	B	B	B	B	B	B	B	B
ApproachDel:		14.3			13.3			11.4			12.5	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		14.3			13.3			11.4			12.5	
LOS by Appr:		B			B			B			B	
AllWayAvgQ:	1.0	1.0	1.0	0.8	0.8	0.8	0.4	0.4	0.4	0.6	0.6	0.6

Note: Queue reported is the number of cars per lane.

Cumulative (2020) + ProjectWed Apr 8, 2009 13:47:02 Page 20-1

Huntington Beach Traffic Impact Analysis
Cumulative Conditions (Year 2020) with Project PM

Level Of Service Detailed Computation Report
2000 HCM 4-Way Stop Method
Future Volume Alternative

Intersection #17 Main St / Walnut Ave

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Time Period: 0.25 hour				
HevVeh:	0%	0%	0%	0%
Alpha Value: 0.01				
GroupType:	1	1	1	1
P[C1]:	0.23	0.20	0.16	0.18
P[C2]:	0.20	0.23	0.10	0.08
P[C3]:	0.25	0.22	0.31	0.35
P[C4]:	0.27	0.29	0.34	0.32
P[C5]:	0.05	0.06	0.09	0.07
Padj[C1]:	0.017	0.018	0.021	0.020
Padj[C2]:	0.008	0.008	0.012	0.011
Padj[C3]:	-0.004	-0.002	-0.004	-0.006
Padj[C4]:	-0.016	-0.017	-0.020	-0.018
Padj[C5]:	-0.005	-0.006	-0.009	-0.007
Lane:	L1	L1	L1	L1
LaneType:	LEFTTHRURITE	LEFTTHRURITE	LEFTTHRURITE	LEFTTHRURITE
HeadwayAdj:	-0.123	-0.027	-0.107	-0.117
Volume:	346	292	180	243
Capacity:	625	600	542	568
DegOfUtil:	0.52	0.46	0.30	0.39
DepHeadway:	5.46	5.63	5.93	5.80
ServiceTime:	3.5	3.6	3.9	3.8
Delay:	14.3	13.3	11.4	12.5
Queue:	1.0	0.8	0.4	0.6
Approach:	North Bound	South Bound	East Bound	West Bound
ApproachDel:	14.3	13.3	11.4	12.5
Delay Adj:	1.00	1.00	1.00	1.00
ApprAdjDel:	14.3	13.3	11.4	12.5
LOS by Appr:	B	B	B	B
OverallDel:		13.1		
OverallLOS:		B		

Huntington Beach Traffic Impact Analysis
Cumulative Conditions (Year 2020) with Project PM

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #18 Main St / Olive Ave

Cycle (sec):	0	Critical Vol./Cap.(X):	0.431
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	11.5
Optimal Cycle:	0	Level Of Service:	B

Street Name:	Main St						Olive Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	30	140	30	40	120	30	20	30	30	20	30	40
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	34	158	34	45	135	34	23	34	34	23	34	45
Added Vol:	23	10	12	11	9	12	11	91	22	12	94	10
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	57	168	46	56	144	46	34	125	56	35	128	55
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	57	168	46	56	144	46	34	125	56	35	128	55
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	57	168	46	56	144	46	34	125	56	35	128	55
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	57	168	46	56	144	46	34	125	56	35	128	55
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.21	0.62	0.17	0.23	0.58	0.19	0.16	0.58	0.26	0.16	0.59	0.25
Final Sat.:	132	389	106	141	364	116	95	352	158	96	356	153
Capacity Analysis Module:												
Vol/Sat:	0.43	0.43	0.43	0.40	0.40	0.40	0.35	0.35	0.35	0.36	0.36	0.36
Crit Moves:	****			****				****		****		
Delay/Veh:	12.0	12.0	12.0	11.5	11.5	11.5	11.1	11.1	11.1	11.2	11.2	11.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.0	12.0	12.0	11.5	11.5	11.5	11.1	11.1	11.1	11.2	11.2	11.2
LOS by Move:	B	B	B	B	B	B	B	B	B	B	B	B
ApproachDel:		12.0			11.5			11.1			11.2	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		12.0			11.5			11.1			11.2	
LOS by Appr:		B			B			B			B	
AllWayAvgQ:	0.6	0.6	0.6	0.5	0.5	0.5	0.4	0.4	0.4	0.5	0.5	0.5

Note: Queue reported is the number of cars per lane.

Huntington Beach Traffic Impact Analysis
Cumulative Conditions (Year 2020) with Project PM

Level Of Service Detailed Computation Report
2000 HCM 4-Way Stop Method
Future Volume Alternative

****

Intersection #18 Main St / Olive Ave

****

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Time Period: 0.25 hour				
HevVeh:	0%	0%	0%	0%
Alpha Value: 0.01				
GroupType:	1	1	1	1
P[C1]:	0.28	0.27	0.25	0.25
P[C2]:	0.17	0.18	0.12	0.12
P[C3]:	0.28	0.26	0.32	0.32
P[C4]:	0.23	0.24	0.26	0.25
P[C5]:	0.04	0.04	0.05	0.05
Padj[C1]:	0.016	0.016	0.017	0.017
Padj[C2]:	0.007	0.007	0.009	0.009
Padj[C3]:	-0.005	-0.005	-0.006	-0.006
Padj[C4]:	-0.013	-0.014	-0.015	-0.015
Padj[C5]:	-0.004	-0.004	-0.005	-0.005
Lane:	L1	L1	L1	L1
LaneType:	LEFTTHRURITE	LEFTTHRURITE	LEFTTHRURITE	LEFTTHRURITE
HeadwayAdj:	-0.060	-0.066	-0.125	-0.120
Volume:	270	246	214	217
Capacity:	628	621	605	605
DegOfUtil:	0.40	0.37	0.33	0.33
DepHeadway:	5.37	5.40	5.48	5.47
ServiceTime:	3.4	3.4	3.5	3.5
Delay:	12.0	11.5	11.1	11.2
Queue:	0.6	0.5	0.4	0.5
Approach:	North Bound	South Bound	East Bound	West Bound
ApproachDel:	12.0	11.5	11.1	11.2
Delay Adj:	1.00	1.00	1.00	1.00
ApprAdjDel:	12.0	11.5	11.1	11.2
LOS by Appr:	B	B	B	B
OverallDel:		11.5		
OverallLOS:		B		

Huntington Beach Traffic Impact Analysis
Cumulative Conditions (Year 2020) with Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #19 Main St / 6th St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.356		
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	13.4		
Optimal Cycle:	22	Level Of Service:	B		

Street Name:	Main St						6th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0	1 0	1 0	0	1 0	1 0	1	0 1	1 0	1	0 1
Volume Module:												
Base Vol:	10	150	20	30	160	50	50	70	10	30	70	30
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	11	169	23	34	180	56	56	79	11	34	79	34
Added Vol:	19	100	5	0	97	112	104	14	20	5	13	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	269	28	34	277	168	160	93	31	39	92	34
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	269	28	34	277	168	160	93	31	39	92	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	269	28	34	277	168	160	93	31	39	92	34
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	30	269	28	34	277	168	160	93	31	39	92	34
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.91	0.09	1.00	0.62	0.38	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1700	1542	158	1700	1058	642	1700	1700	1700	1700	1700	1700
Capacity Analysis Module:												
Vol/Sat:	0.02	0.17	0.17	0.02	0.26	0.26	0.09	0.05	0.02	0.02	0.05	0.02
Crit Moves:					****		****					
Green/Cycle:	0.74	0.74	0.74	0.74	0.74	0.74	0.26	0.26	0.26	0.26	0.26	0.26
Volume/Cap:	0.02	0.24	0.24	0.03	0.36	0.36	0.36	0.21	0.07	0.09	0.20	0.08
Delay/Veh:	3.6	4.3	4.3	3.6	4.9	4.9	30.3	28.8	27.6	27.8	28.8	27.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	3.6	4.3	4.3	3.6	4.9	4.9	30.3	28.8	27.6	27.8	28.8	27.7
LOS by Move:	A	A	A	A	A	A	C	C	C	C	C	C
HCM2kAvgQ:	0	3	3	0	5	5	4	2	1	1	2	1

Note: Queue reported is the number of cars per lane.

Huntington Beach Traffic Impact Analysis
Cumulative Conditions (Year 2020) with Project PM

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #20 Lake St / 6th St

Cycle (sec):	0	Critical Vol./Cap.(X):	0.396
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	10.9
Optimal Cycle:	0	Level Of Service:	B

Street Name:	Lake St						6th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 1	0	1 0	1 0	1	0 1	0	0 1	0 1	0	0 1
Volume Module:												
Base Vol:	10	130	20	30	120	50	50	60	10	10	70	20
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	11	146	23	34	135	56	56	68	11	11	79	23
Added Vol:	3	75	0	0	65	15	16	0	4	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	14	221	23	34	200	71	72	68	15	11	79	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	14	221	23	34	200	71	72	68	15	11	79	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	221	23	34	200	71	72	68	15	11	79	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	14	221	23	34	200	71	72	68	15	11	79	23
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.91	0.09	1.00	1.00	1.00	0.52	0.48	1.00	0.12	0.88	1.00
Final Sat.:	558	559	57	534	581	651	274	256	614	67	468	601
Capacity Analysis Module:												
Vol/Sat:	0.03	0.40	0.40	0.06	0.34	0.11	0.26	0.26	0.02	0.17	0.17	0.04
Crit Moves:		****			****			****			****	
Delay/Veh:	9.0	11.7	11.7	9.6	11.6	8.6	11.2	11.2	8.3	10.1	10.1	8.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.0	11.7	11.7	9.6	11.6	8.6	11.2	11.2	8.3	10.1	10.1	8.4
LOS by Move:	A	B	B	A	B	A	B	B	A	B	B	A
ApproachDel:		11.6			10.7			10.9			9.8	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		11.6			10.7			10.9			9.8	
LOS by Appr:		B			B			B			A	
AllWayAvgQ:	0.0	0.6	0.6	0.1	0.5	0.1	0.3	0.3	0.0	0.2	0.2	0.0

Note: Queue reported is the number of cars per lane.

Huntington Beach Traffic Impact Analysis
Cumulative Conditions (Year 2020) with Project PM

Level Of Service Detailed Computation Report
2000 HCM 4-Way Stop Method
Future Volume Alternative

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Intersection #20 Lake St / 6th St

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Approach:	North Bound		South Bound		East Bound		West Bound	
Movement:	L - T - R		L - T - R		L - T - R		L - T - R	
Time Period: 0.25 hour								
HevVeh:	0%		0%		0%		0%	
Alpha Value: 0.01								
GroupType:	5		6		5		5	
P[C1]:	0.34		0.36		0.28		0.25	
P[C2]:	0.26		0.24		0.06		0.09	
P[C3]:	0.20		0.21		0.40		0.36	
P[C4]:	0.18		0.17		0.23		0.26	
P[C5]:	0.02		0.02		0.03		0.05	
Padj[C1]:	0.013		0.012		0.017		0.018	
Padj[C2]:	0.004		0.004		0.009		0.009	
Padj[C3]:	-0.004		-0.004		-0.009		-0.007	
Padj[C4]:	-0.011		-0.010		-0.014		-0.015	
Padj[C5]:	-0.002		-0.002		-0.003		-0.005	
Lanes:	L1	L2	L1	L2	L1	L2	L1	L2
LaneType:	LEFT	RTTHRU	LEFT	RITE	RITE	LTTHRU	RITE	LTTHRU
HeadwayAdj:	0.500	-0.065	0.500	-0.700	-0.700	0.258	-0.700	0.063
Volume:	14	244	34	71	15	140	23	90
Capacity:	558	616	534	651	614	531	601	535
DegOfUtil:	0.02	0.38	0.06	0.10	0.02	0.25	0.03	0.16
DepHeadway:	6.18	5.62	6.48	5.28	5.43	6.39	5.51	6.27
ServiceTime:	3.9	3.3	4.2	3.0	3.1	4.1	3.2	4.0
Delay:	9.0	11.7	9.6	8.6	8.3	11.2	8.4	10.1
Queue:	0.0	0.6	0.1	0.1	0.0	0.3	0.0	0.2
Lane:	L3		L3		L3		L3	
LaneType:	NOLANE		THRU		NOLANE		NOLANE	
HeadwayAdj:	xx.xxx		0.000		xx.xxx		xx.xxx	
Volume:	xxxxxx		200		xxxxxx		xxxxxx	
Capacity:	xxxxxx		581		xxxxxx		xxxxxx	
DegOfUtil:	x.xx		0.33		x.xx		x.xx	
DepHeadway:	xx.xx		5.98		xx.xx		xx.xx	
ServiceTime:	xx.x		3.7		xx.x		xx.x	
Delay:	xxx.x		11.6		xxx.x		xxx.x	
Queue:	xxx.x		0.5		xxx.x		xxx.x	
Approach:	North Bound		South Bound		East Bound		West Bound	
ApproachDel:	11.6		10.7		10.9		9.8	
Delay Adj:	1.00		1.00		1.00		1.00	

Huntington Beach Traffic Impact Analysis
Cumulative Conditions (Year 2020) with Project PM

ApprAdjDel:	11.6	10.7	10.9	9.8
LOS by Appr:	B	B	B	A
OverallDel:		10.9		
OverallLOS:		B		

Huntington Beach Traffic Impact Analysis
Cumulative Conditions (Year 2020) with Project PM

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #21 Lake St / Orange Ave

Cycle (sec):	0	Critical Vol./Cap.(X):	0.866
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	23.2
Optimal Cycle:	0	Level Of Service:	C

Street Name:	Lake St						Orange Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	20	70	10	70	60	20	20	140	30	20	230	80
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	23	79	11	79	68	23	23	158	34	23	259	90
Added Vol:	13	11	14	25	10	33	35	113	13	14	115	33
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	36	90	25	104	78	56	58	271	47	37	374	123
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	36	90	25	104	78	56	58	271	47	37	374	123
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	90	25	104	78	56	58	271	47	37	374	123
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	36	90	25	104	78	56	58	271	47	37	374	123
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.23	0.60	0.17	0.44	0.33	0.23	0.15	0.73	0.12	0.07	0.70	0.23
Final Sat.:	109	275	77	216	161	116	87	408	71	42	432	142
Capacity Analysis Module:												
Vol/Sat:	0.33	0.33	0.33	0.48	0.48	0.48	0.66	0.66	0.66	0.87	0.87	0.87
Crit Moves:		****		****				****			****	
Delay/Veh:	12.8	12.8	12.8	14.8	14.8	14.8	18.9	18.9	18.9	32.9	32.9	32.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.8	12.8	12.8	14.8	14.8	14.8	18.9	18.9	18.9	32.9	32.9	32.9
LOS by Move:	B	B	B	B	B	B	C	C	C	D	D	D
ApproachDel:		12.8			14.8			18.9			32.9	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		12.8			14.8			18.9			32.9	
LOS by Appr:		B			B			C			D	
AllWayAvgQ:	0.4	0.4	0.4	0.7	0.7	0.7	1.5	1.5	1.5	4.1	4.1	4.1

Note: Queue reported is the number of cars per lane.

Huntington Beach Traffic Impact Analysis
Cumulative Conditions (Year 2020) with Project PM

Level Of Service Detailed Computation Report
2000 HCM 4-Way Stop Method
Future Volume Alternative

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Intersection #21 Lake St / Orange Ave

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Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Time Period: 0.25 hour				
HevVeh:	0%	0%	0%	0%
Alpha Value: 0.01				
GroupType:	1	1	1	1
P[C1]:	0.03	0.04	0.06	0.15
P[C2]:	0.02	0.02	0.34	0.25
P[C3]:	0.23	0.29	0.07	0.17
P[C4]:	0.48	0.50	0.42	0.35
P[C5]:	0.24	0.16	0.11	0.08
Padj[C1]:	0.029	0.027	0.022	0.020
Padj[C2]:	0.019	0.017	0.009	0.009
Padj[C3]:	0.003	-0.001	0.004	-0.000
Padj[C4]:	-0.026	-0.028	-0.024	-0.020
Padj[C5]:	-0.024	-0.016	-0.011	-0.008
Lane:	L1	L1	L1	L1
LaneType:	LEFTTHRURITE	LEFTTHRURITE	LEFTTHRURITE	LEFTTHRURITE
HeadwayAdj:	-0.053	-0.053	-0.044	-0.125
Volume:	151	237	375	534
Capacity:	460	493	566	617
DegOfUtil:	0.29	0.44	0.63	0.85
DepHeadway:	6.94	6.69	6.07	5.74
ServiceTime:	4.9	4.7	4.1	3.7
Delay:	12.8	14.8	18.9	32.9
Queue:	0.4	0.7	1.5	4.1
Approach:	North Bound	South Bound	East Bound	West Bound
ApproachDel:	12.8	14.8	18.9	32.9
Delay Adj:	1.00	1.00	1.00	1.00
ApprAdjDel:	12.8	14.8	18.9	32.9
LOS by Appr:	B	B	C	D
OverallDel:	23.2			
OverallLOS:	C			

Huntington Beach Traffic Impact Analysis
Cumulative Conditions (Year 2020) with Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #22 1st St / Orange Ave & Atlanta Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.416
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 21.6
Optimal Cycle: 32 Level Of Service: C

Street Name:	1st St						Orange Ave & Atlanta Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0	0 1	1	0	0 0	1	0	1 1	0	1 0	0 1 0
Volume Module:												
Base Vol:	70	10	190	10	0	0	0	200	70	170	220	10
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	79	11	214	11	0	0	0	225	79	192	248	11
Added Vol:	71	0	40	0	0	0	0	91	62	33	90	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	150	11	254	11	0	0	0	316	141	225	338	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	150	11	254	11	0	0	0	316	141	225	338	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	150	11	254	11	0	0	0	316	141	225	338	11
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	150	11	254	11	0	0	0	316	141	225	338	11
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.93	0.07	1.00	1.00	0.00	0.00	1.00	1.38	0.62	1.00	0.97	0.03
Final Sat.:	1581	119	1700	1700	0	0	1700	2352	1048	1700	1645	55
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.15	0.01	0.00	0.00	0.00	0.13	0.13	0.13	0.21	0.21
Crit Moves:			****					****		****		
Green/Cycle:	0.36	0.36	0.36	0.36	0.00	0.00	0.00	0.32	0.32	0.32	0.64	0.64
Volume/Cap:	0.26	0.26	0.42	0.02	0.00	0.00	0.00	0.42	0.42	0.42	0.32	0.32
Delay/Veh:	22.9	22.9	24.6	20.7	0.0	0.0	0.0	26.7	26.7	27.4	8.3	8.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.9	22.9	24.6	20.7	0.0	0.0	0.0	26.7	26.7	27.4	8.3	8.3
LOS by Move:	C	C	C	C	A	A	A	C	C	C	A	A
HCM2kAvgQ:	4	4	6	0	0	0	0	6	6	6	5	5

Note: Queue reported is the number of cars per lane.

Huntington Beach Traffic Impact Analysis
Cumulative Conditions (Year 2020) with Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #23 Beach Blvd / Atlanta Ave

Cycle (sec): 120 Critical Vol./Cap.(X): 0.432
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 24.8
Optimal Cycle: 33 Level Of Service: C

Street Name:	Beach Blvd						Atlanta Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1 2	1	0	1	0 2	1 0	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	80 840	100		270	500	70	80	280	20	50	270	210
Growth Adj:	1.13 1.13	1.13		1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	90 947	113		304	563	79	90	316	23	56	304	237
Added Vol:	0 199	21		0	191	71	65	115	0	22	109	0
PasserByVol:	0 0	0		0	0	0	0	0	0	0	0	0
Initial Fut:	90 1146	134		304	754	150	155	431	23	78	413	237
User Adj:	1.00 1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00 1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	90 1146	134		304	754	150	155	431	23	78	413	237
Reduct Vol:	0 0	0		0	0	0	0	0	0	0	0	0
Reduced Vol:	90 1146	134		304	754	150	155	431	23	78	413	237
PCE Adj:	1.00 1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00 1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	90 1146	134		304	754	150	155	431	23	78	413	237
Saturation Flow Module:												
Sat/Lane:	1700 1700	1700		1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00 1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.26 3.35	0.39		1.00	2.50	0.50	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	448 5689	664		1700	4255	845	1700	3400	1700	1700	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.20 0.20	0.20		0.18	0.18	0.18	0.09	0.13	0.01	0.05	0.12	0.14
Crit Moves:	****						****					****
Green/Cycle:	0.47 0.47	0.47		0.47	0.47	0.47	0.21	0.39	0.39	0.14	0.32	0.32
Volume/Cap:	0.43 0.43	0.43		0.38	0.38	0.38	0.43	0.32	0.03	0.32	0.38	0.43
Delay/Veh:	21.5 21.5	21.5		21.1	20.9	20.9	41.9	25.6	22.6	47.0	31.6	32.6
User DelAdj:	1.00 1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.5 21.5	21.5		21.1	20.9	20.9	41.9	25.6	22.6	47.0	31.6	32.6
LOS by Move:	C C	C		C	C	C	D	C	C	D	C	C
HCM2kAvgQ:	8 8	8		7	7	7	5	5	0	3	6	7

Note: Queue reported is the number of cars per lane.

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Cumulative (2020) + ProjectWed Apr 8, 2009 13:47:02                    Page 30-1
-------------------------------------------------------------------------------
                  Huntington Beach Traffic Impact Analysis
              Cumulative Conditions (Year 2020) with Project PM
-------------------------------------------------------------------------------
                      Level Of Service Computation Report
             2000 HCM Operations Method (Future Volume Alternative)
*******************************************************************************
Intersection #24 Beach Blvd / Pacific View Ave
*******************************************************************************
Cycle (sec):          120                Critical Vol./Cap.(X):          0.347
Loss Time (sec):        0 (Y+R=4.0 sec)  Average Delay (sec/veh):         12.9
Optimal Cycle:         35                Level Of Service:                  B
*******************************************************************************
Street Name:              Beach Blvd                  Pacific View Ave
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Protected        Protected        Protected        Protected
Rights:            Include          Include          Include          Include
Min. Green:      0    0    0     0    0    0     0    0    0     0    0    0
Lanes:         1  0  3  0  0    1  0  2  1  0    1  0  0  0  1    0  0  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       40  960    0     0  480   60    80    0   40     0    0    0
Growth Adj:   1.13 1.13 1.13  1.13 1.13 1.13  1.13 1.13 1.13  1.13 1.13 1.13
Initial Bse:    45 1082    0     0  541   68    90    0   45     0    0    0
Added Vol:       0  119    0     0  120   93   100    0    0     0    0    0
PasserByVol:     0    0    0     0    0    0     0    0    0     0    0    0
Initial Fut:    45 1201    0     0  661  161   190    0   45     0    0    0
User Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:      1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:     45 1201    0     0  661  161   190    0   45     0    0    0
Reduct Vol:      0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:    45 1201    0     0  661  161   190    0   45     0    0    0
PCE Adj:      1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:      1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
FinalVolume:    45 1201    0     0  661  161   190    0   45     0    0    0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:     1700 1700 1700  1700 1700 1700  1700 1700 1700  1700 1700 1700
Adjustment:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Lanes:        1.00 3.00 0.00  1.00 2.41 0.59  1.00 0.00 1.00  0.00 0.00 0.00
Final Sat.:   1700 5100    0  1700 4103  997  1700    0 1700     0    0    0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:      0.03 0.24 0.00  0.00 0.16 0.16  0.11 0.00 0.03  0.00 0.00 0.00
Crit Moves:        ****       ****            ****
Green/Cycle:  0.10 0.68 0.00  0.00 0.58 0.58  0.32 0.00 0.32  0.00 0.00 0.00
Volume/Cap:   0.28 0.35 0.00  0.00 0.28 0.28  0.35 0.00 0.08  0.00 0.00 0.00
Delay/Veh:    51.3  8.2  0.0   0.0 12.5 12.5  31.4  0.0 28.4   0.0  0.0  0.0
User DelAdj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh:   51.3  8.2  0.0   0.0 12.5 12.5  31.4  0.0 28.4   0.0  0.0  0.0
LOS by Move:     D    A    A     A    B    B     C    A    C     A    A    A
HCM2kAvgQ:       2    6    0     0    5    5     5    0    1     0    0    0
*******************************************************************************
Note: Queue reported is the number of cars per lane.
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